

Volume 33

THE OFFICIAL PUBLICATION OF THE NATIONAL PONY EXPRESS ASSOCIATION

April 2022

# Preservation – Goal 1 of Our Strategic Plan

## The California Caldor Fire and the Pony Express Trail

by Jim Swigart

On August 14, 2021 a fire started in the El Dorado National Forest south of a small community called Grizzly Flats. That fire destroyed Grizzly Flats and continued to burn for 67 days and consumed 221,835 acres. The fire reached Echo Summit and started to descend down into the South Lake Tahoe basin. It was finally contained on October 21,

2021 on the west edge of the Lake Tahoe basin. Everyone in Pollock Pines and the Camino area were evacuated for 16 days. As the fire approached South Lake Tahoe it was also evacuated. No lives were lost but homes and property were damaged and destroyed throughout three counties El Dorado, Amador and Alpine.

From Grizzly Flat the fire worked its way northeast to the American River Canyon. The fire jumped the American River and Highway 50 at the community of Kyburz and landed on the National Historical Pony Express Trail. Approximately 24 miles of the pony trail has been severely damaged from Kyburz to Echo Summit. Five bridges on the trail at difficult water crossings were destroyed. I walked 4 miles on the trail in November and found major damage with down burned trees and debris on the trail. It was not a fire that cleared everything off its path. It simply killed and then left its



waste behind. I was also concerned about the craters on the trail from burned out stumps some three feet deep. Problems caused from winter and spring run off erosion will be another issue. This Christmas a big snow storm hit the Sierra's. I had over 3 feet of snow here in Pollock Pines and the elevation is just under 4,000 feet. Presently the pony express trail is still buried in snow.

As soon as the weather permits the work will begin restoring the damaged section of the Pony Express Trail. The El

Dorado National Forest and the National Park Service and The National Pony Express Association will be stepping up to the plate to help with this project. Hopefully, local horse groups and trails organizations will also volunteer to help in the clean up.

Like any major project labor, time and funding are the key issues. However long it takes we will once again hear the sound of horses hooves pounding on the pony express trail and carrying the mail on a trail that has been there since the 1860's.



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2022 Re-Ride Schedule  
June 6 to 16, West-Bound

<b>Monday, June 6</b>	
Depart-St. Joseph, Missouri	3:00 p.m. CDT
Missouri/Kansas Line (Elwood, Kansas)	3:30 p.m. CDT
<b>Tuesday, June 7</b>	
Kansas/Nebraska Line (Tri County Marker)	12:30 p.m. CDT
————— Time Change (CDT > MDT) —————	
<b>Thursday, June 9</b>	
Nebraska/Colorado Line	
(South of Big Springs, Nebraska)	2:30 a.m. MDT
Colorado/Nebraska Line (Chappell, Nebraska)	6:00 a.m. MDT
Nebraska/Wyoming Line (Lyman, Nebraska)	6:00 p.m. MDT
<b>Sunday, June 12</b>	
Wyoming/Utah Line (South of Evanston)	2:00 a.m. MDT
Salt Lake City, Utah	10:30 a.m. MDT
————— Time Change (MDT > PDT) —————	
<b>Monday, June 13</b>	
Utah/Nevada Line (Ibapah, Utah)	5:30 a.m. PDT
<b>Wednesday, June 15</b>	
Nevada/California Line	
(South Lake Tahoe, Nevada)	5:30 p.m. PDT
<b>Thursday, June 16</b>	
Arrive-Old Sacramento, California	4:30 p.m. PDT

The Pony Express Gazette is the official publication of the National Pony Express Association, a not-for-profit corporation dedicated to education and the preservation of the Original Pony Express Trail.

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Caldor Fire in California

Update on Pony Express Trail and Proposals for Solutions -Jim Swigart

Submitted by, Michele Harris, Secretary

Jim walked 4 miles of the trail from Kyburz to Eagle Rock. He got photos of the destruction – burned and fallen trees on XP Trail, craters in the ground where stumps and roots burned. They create a hazard and may cause further erosion. The 5 bridges to cross on the trail above Kyburz are all burned with a 6th bridge having been destroyed earlier. Jim is doing factfinding at this point. On January 20 he met with 3 men at the EDNF (Eldorado National Forest) office in Camino. They said they had only a maintenance budget for the forest. They seemed open to Pony Express doing trail repair work if XP could find funds and workers. They provided their cost estimate for each of the 6 bridges based on previous cost: \$43,750 – Fred’s Place; \$35,000 – Club (UCD cabin); \$38,000 – Aspen; \$35,000 – Huckleberry; \$11,000 – Sayles and \$49,000 – Kyburz for a total of\$212,750.

Aspects of repair project that Jim is thinking about and working on are: 1. The EDNF has cuts many trees since the fire; Jim knows someone who has a portable

mill for hire to mill those logs (for the bridges) and EDNF has areas to store the lumber until use. 2. NPS has a fund the project can apply for in a written package. The fund has been allocated for 2022 so we could apply for 2023. He has already sent an email; he has been working with Lee Kreutzer who will be retiring soon but Jim could call Aaron Mahr directly. 3. Jim sees 3 phases to the project: clean the trail, obtain or hire equipment to do trail and crater repair, and bridge repair. 4. Jim has spoken to Jeff Hallsten about his engineering plans for a temporary bridge for Kyburz. 5. Jim has spoken to, and will meet with, a project manager at Mountain Enterprises about cost for a contract for equipment and workers for trail work. They have a sister company that builds bridges. 6. Jim has had contact with other groups interested in working on the trail — a Mother Lode Trails group, and a mountain biking group from Markleeville. The Mother Lode chapter of Backcountry Horsemen has a program for sawyer certification that our members could access to be ready to do trail work.

WANTED



MEMBERS TO SEND VIDEOS LIVE FROM  
THE TRAIL DURING THE RE-RIDE.

Please contact us at:  
nationalponyexpress@gmail.com

40 Years  
of Riding

by Cheryl Nein, VP,  
Colorado Division NPEA

August (Augie) Bjorklund of Haxtun, Colorado celebrates 40 years of NPEA membership this year! His first ride in 1982 was under Colorado’s first ride director, Dale Johnson. Each member carried the mail many miles between Julesburg and the Wyoming border. Augie enlisted eight other Haxtun riders to join XP to help cover this stretch of the trail along with other northeast Colorado riders. Several years later this route was reduced in miles covered by each group to ease the overload during re-rides. Augie was then asked the be ride director in the Nebraska stretch from Chappell to Bridgeport, 59 miles. He then joined the Nebraska Division. He encouraged family participation on these rides and is proud of the many father/son/grandson traditions that began over the years under his direction. About six years ago, Augie returned to Colorado’s XP chapter to stay closer to home during his wife’s terminal illness.

Augie’s favorite part of NPEA membership? The wonderful memories of friendships gained XP history/education shared at schools, various organizations, and Colorado Welcome



Center programs during our annual NPEA re-ride. He has traveled all over northeast Colorado and front range sharing his knowledge and enthusiasm promoting the Pony Express.

Augie has received many accolades over the years in XP. Including rider director for decades, delegate to NPEA conventions, and Olympic Torch Relay rider in 1996. He was also the ride director from Julesburg, CO to Sutherland, NE for this special event. Augie purchased the torch he carried for this celebration, and proudly displays it during his educational presentations.

On September 25, 2021, Haxtun, CO celebrated it 100th Anniversary of Corn Festivals/Parades. The Colorado Division of NPEA rode in this parade and honored Augie Bjorklund’s service by having him ride in the XP pickup alongside the mochila.

In addition to the nine members of CO NPEA that rode in Haxtun’s parade, two of our youngest members also rode. Autumn Hines-Lanckriet and Carlie Brandt represented Sedgwick County in the parade as the 2022 Fair Queen and Attendant.

Colorado is proud of its work promoting XP in 2021. Promotional events included three parades, education, demonstrations of mochila exchanges and hosting our second XP gymkhana for area youth (potential future XP members)! Go Pony!





# National Trails, National Hot Times at Egan Station

## Park Service Update

Submitted by Deputy Superintendent, Carole Wendler

The National Trails office (NTIR) of the National Park Service (NPS) provided support to the Pony Express National Historic Trail and the National Pony Express Association (NPEA) in 2021 through the following projects:

- In 2018 NTIR provided funding to the Eldorado National Forest to begin planning for potential replacement of the Brockliss Bridge over the South Fork American River in California. In 2021 the Forest employed a contractor who produced draft conceptual designs for the bridge and preliminary engineering assessments. The resulting document could be used for future fund-raising efforts towards actual bridge reconstruction.
- NTIR staff again updated and provided technical support for the Pony Express Re-Ride Web App that was viewed more than 26,000 times

over the course of the 10-day event in 2021 (2021 Pony Express Annual Re-Ride (arcgis.com)). The GPS device that is carried in the Mochila sends location data every ten minutes to the map, marking the rider’s position and allowing both the public and NPEA members to track progress.

- The Pony Express National Historic Trail is now featured on the NPS App, allowing the public to find sites to visit and things to do along the route. While the App still needs work, the NPS is finding that people searching for National Parks to visit are discovering that the Trail runs nearby and are learning about the Trail in new ways.
- NTIR provided funding to support a small revitalization project in This is the Place Park in Salt Lake City, Utah. The funds were used by local NPEA members to purchase paint, polishing supplies, a bench, and outdoor solar lighting.

## Indian Summer Rendezvous

by Cathy Stevens, Nebraska President

Here in Ogallala every September, as part of the Annual Indian Summer Rendezvous, area 4th graders are treated to a school field trip! Sites visited include a tour of Boot Hill, Mansion on the Hill, School House by the Mansion and a Pony Express presentation put on by Mary Cone. Mary has volunteered for many years as a promoter of the Pony Express for the younger generation.

Items on display include a color-coded map of the territories, illustrations of some of the stations across the almost 2000-mile route and a McClellan saddle. The horses demonstrated how the Mochila was exchanged by the riders, always a popular feature! The school children are presented an interactive talk about how the East Coast and West Coast were brought together by the efforts of the Pony Express. In those days it took a ship one month to go around or a stagecoach

3 1/2 weeks to cross the territories. The Pony Express would shorten the time to 10 days, proving to the eastern establishment that the “central route” was viable and could be used by the Railroads to bind the country together. When Lincoln was elected President, California knew it in 8 days after it reached St Joseph’s telegraph terminal.

OF huge historical significance is the fact that the Pony Express helped keep California in the Union during the dark days preceding the Civil War. President Lincoln was notified of the threat that California may secede. But, via the Pony Express, word reached the proper people in time to prevent it from happening, keeping California and its valuable gold in the Union.

Any class bringing letters had them post marked/ sealed with a Pony Express stamp and then kids lined up to visit with the horses, always a popular feature!

Howard Egan was an Irish immigrant who joined the Church of Jesus Christ of Latter-Day Saints and came west to Utah Territory with the Mormon Pioneers in 1847. He was an explorer, rancher, mining engineer, and expressman. Major Egan, as he was called, was an employee of George Chorpensing who began a monthly “Jackass Mail” service between Salt Lake City and Sacramento, CA, in 1851. When the Pony Express was put into operation in April, 1860, because of extensive experience in the Great Basin desert, Egan was named division superintendent on the section between Salt Lake City and Roberts Creek, in present-day Nevada.

Egan Canyon, named for Howard Egan, lies west of the Steptoe Valley in present-day White Pine County, Nevada. The canyon runs into the Cocomongo Mountains, which are at the north end of the Egan Range. Army surveyor James H. Simpson, in 1859, described Egan Canyon as quite narrow, with massive rocks rising up on either side. British explorer Sir Richard Burton found a rough and winding road among the thickets and boulders along the creek in the canyon bottom. The place had a bad reputation for ambushade, and Burton’s party expected every moment to be attacked. The legend was told that the local Indians used bullets molded from gold. But when miners came in the mid-1860’s they found rich deposits of silver in the hills around instead. A mining boom brought hundreds of miners along with a 20-stamp mill to the canyon. When more silver was discovered at Cherry Creek, just a few miles to the north, the action at Egan Canyon began to slow.

At the head of the canyon we find the location of Egan Station. It was built in the spring of 1860 to serve as a relay station for the Pony, and is named in the 1861 mail contract. No one seems to have left a written description of the structure. A rock foundation, possibly of the horse barn, can be seen today in a stand of high brush. The site is on private property.

On July 16, 1860, the station man at Egan and his assistant were set upon by about eighty Piute warriors demanding bread. When the two had baked up all the available flour to feed their guests, the Indians began stacking brush outside the building intending to roast their captives also. The Express rider, approaching from the west, saw what was about to take place and hurried back a few miles to alert a troop of U.S. Army dragoons patrolling out of Camp Floyd. The troops arrived in time to save the station-men, and rout the Indians. In another attack in early October of 1860, the station was burned and both attendants killed. When Burton’s group passed by a few days later, they found only a chimney stack and a few charred posts. This attack by Goshutes was done in retaliation for the killing of seventeen Indians by U.S. Army soldiers a short time before. After the run of the Pony, Egan Station continued to serve the telegraph and Overland Stage line until 1869.

If you visit Egan Canyon, be sure to stop at the old Fort Pierce cemetery. A wooden picket fence surrounds four old, weathered and impressively carved wooden grave markers. Some of the graves there may be those of soldiers killed in the July, 1860 attack described above.

## Christmas in Nebraska

What could be more festive in central Nebraska than receiving a beautiful Christmas greeting via Pony Express? Since approximately 2000, the local members of the National Pony Express Association carried holiday greetings on horseback during a Christmas Ride on December 11th, 2021

After a snowy Friday, Saturday morning dawned sunny, clear and cold with temps in the mid 20’s.

The mochila and two saddle bags held 687 pieces of mail, including Christmas cards, Thank You cards from a local wedding and letters/cards from Angela Johnson’s 4th grade students of Brady Public Schools.

The annual event is carried out by 10 to

12 riders. We will have riders from Brady, Gothenburg and Cozad.

After the cards are picked up, we hand seal them with a Pony Express stamp and then they’re carried in the mochila on horseback from Gothenburg library to Cozad library, where they are delivered to the post office.

A big Thank You to all the riders and support team that help to keep Nebraska history of the Pony Express alive for the next generation! Go Pony!

Submitted by Cathy Stevens, Nebraska chapter president of the National Pony Express Association.com You can also find us on Facebook.

# Utah Family Does Pony Express for the First Time

by Lacy Stockton

Since I have been a Pony Express rider (at heart) since I was a kid riding home from the mailbox, I decided to sign my husband Shane, my daughter Clara and myself up for the real thing in 2020, which of course got canceled due to COVID19.

In 2021, our team leader Patsy Lang tracked me down at a local wild horse festival and took the time to show Clara and I the route we were running from Salt Lake City to the Wyoming border.

It dawned on me about three days before the run that we weren’t mentally prepared and besides we didn’t have time to put non-skid shoes on our horses. Luckily Patsy talked us into going — Team 2 would be hard pressed if short three riders.

Next thing I remember, it was cold and dark, 1 a.m., standing next to my mustang Mack on the top of Big Mountain summit, hesitantly agreeing to do the first run for my family; after all I was the one who got us into this!

Mack stood still for the mochilla and me, then we were off into the moonlit night, winding steadily down off the pass,

the pilot car staying back far enough for me to experience what it is like to carry the mail through the wilderness, just my pony and I.

Shane ran the remainder of Big Mountain pass on his draft horse cross Sassy, and Clara flew down the road past the East Canyon reservoir. It sent chills down the back of my neck to hear her and her mustang Firefly thundering down the pavement towards us in the dark!

Though we all agree the most awe inspiring moment came during the last two miles to the Wyoming border, Clara had the honor of packing the mochilla the final stretch for Utah. Shane and I, along with several riders galloped along with her. Just as the sun’s rays filled the valley, a herd of ranch horses came running off the nearby hills and joined us, pounding hooves in fine country bringing the mail, what a brilliant rush.

Somewhere around 20 hours prior to that moment, the mail arrived at the Nevada-Utah border seven hours late. Utah riders hustled day and night and delivered it to the Wyoming border exactly on time at 6:30 a.m.!



Shane and Sassy running in front of the pilot truck at 1:45 a.m.



Mack and I ready for the first run.



The final Utah run to the Wyoming border.



Clara and Firefly running the mochilla at sunrise.

## High Plains Christmas - Letters to Santa

High Plains Christmas made its return with a full slate of events on Saturday, Dec 4th at the Legacy of the Plains Museum in Gering Nebraska

When the clock struck noon, Pony Express rider Casey Debus made her grand

entrance to pick up children’s letters to Santa to deliver to Santa’s village in Gering.

“I enjoy the people, getting to meet new people and being able to share the history of the Pony Express and the Museum. It’s

a lot of fun, and it’s a family affair,” she said.

Debus has been delivering letters to Santa since 2001. Dubus is also a member of the Pony Express riders who participate in the annual re-ride that travels

from St. Joseph, Missouri, to Sacramento, California. “Being a member of the Pony Express, it’s one of the fun things we get to do,” she said.

From Max Cawiezel’s group



# National Pony Express Convention 2022 - Utah

Midway, Utah - September 8, 9, 10

Zermatt Resort and Conference Center

784 Resort Dr Midway, UT 84049

435.657.0180

**Sept. 8 (Thursday)**

6:00 - 9:00 p.m. Meet and Greet with Light Snacks at Zermatt Villas – Ground Floor. Villa # will be given at check in on the main floor.

**Sept. 9 (Friday)**

8:30 a.m. Registration - 2nd Floor / Matterhorn Conference Center  
9:00 a.m. Strategic Planning - Grindelwald  
9:30 a.m. Past Presidents Meeting - Grindelwald  
10:00 a.m. State Presidents Meeting - Grindelwald  
12:00 p.m. Lunch - Interlaken  
1:00 p.m. Trail Meeting - Grindelwald  
3:30 - 5:30 p.m. Tour of Cowboys Museum  
6:00 - 7:00 p.m. Dinner - Kohler Creamery (Home of Heber Valley Milk and Artisan Cheese)  
920 River Road, Midway UT 435.654.0291  
7:00 - 8:30 p.m. Barn Tour & Wagon Ride at Kohler Creamery

**Sept. 10 (Saturday)**

9:00 a.m. Pony Express Convention – Grindelwald  
\*Alternate Shopping/Tour w/Linda Hearty – Meet at Zermatt Main Lobby  
12:00 p.m. Lunch - Interlaken  
1:00 p.m. Pony Express Convention - Grindelwald  
5:30 p.m. Cash Bar -The Pub @ Zermatt  
5:45 p.m. Silent Auction Begins - Matterhorn Ballroom  
6:00 - 7:00 p.m. Zermatt Buffet  
7:00 - 8:00 p.m. Entertainment  
8:00 - 9:00 p.m. Live Auction and Social Hour  
9:00 p.m. Silent Auction Closes

**Sept. 11 (Sunday)** Goodbyes

## 2022 NPEA Convention at Zermatt!

Ready to be WOWed by a convention venue? Join us for the 2022 Convention at ZERMATT Resort in beautiful Midway, Utah. When you walk through the doors at Zermatt, you will feel as if you are transported to a lovely European spa. You'll find an elegant lobby, comfortable and well-appointed rooms, and complete resort facilities including exercise room, steam room, sauna and jacuzzi, tennis courts, miniature golf, and a beautiful swimming pool. Even a carousel for the kids. Massage and other personal pampering are available at an additional charge. The conference facilities are world-class, too. On-site food choices include Z's Steak and Chop Haus, and Michael Martin Murphy's Wildfire Smokehouse BBQ restaurant. And don't pass up the bakery!!

Midway is located on the west side of Utah's beautiful Heber Valley. Very picturesque, on the east slope of towering Mt. Timpanogos, the town has many homes and businesses decorated in Swiss architectural style, giving it a quaint European feel. Plenty of eating and shopping opportunities in Midway and near-by Heber City, and you are only 25 minutes from the internationally famous ski town of Park City. Midway is approximately an hour's drive from Salt Lake International Airport.

Start planning right now for the 2022 NPEA Convention at Zermatt. See you there.

## NPEA Utah Convention

Sept. 8 through 10, 2022, Midway, Utah

**Campgrounds and alternate motels:**

**Wasatch Mountain State Park**, 1281 Warm Springs Dr., Midway, UT 84049  
Enjoy cool evenings in the mountain air; each site offers a picnic table, barbecue grill, paved parking pad, water and electricity. Year round adventure awaits - golf, hike, bike, camp, horseback ride, ATVs, fish, snowmobile, cross-country ski and snowshoe! Modern restrooms with showers and a sewage disposal station are also provided. Fees range from \$35 to \$40 per night for full hookups; most are pull through sites. Reservations can be made 16 weeks for advance reservations. For reservations call: 801-322-3770 or 800-322-3770. Visitor Center, 435-654-1791. Website; www.state.parks.utah.gov. Approx. 1 mile from Zermatt, 3-5 minute drive.

**Rivers Edge RV and Campground**, 7000 Old Highway 40, Heber City, UT 84032. Features extra-wide full hookup campsites that are big rig friendly, many are pull through for RVs up to 80 feet. Amenities include free WiFi, allows pets, has a dump station, restrooms with hot showers and laundry facilities. Visitors can also enjoy outdoor games, mountain biking, hiking, world class fly fishing and wildlife watching. You have the wilderness access, outfitters, and Lofty Peaks adventures, renting ATV and Rzrs, boats and jet skis and tours. This is family-friendly with a quiet atmosphere, with fishing at Matthew's Pond, privately stocked, a playground, swimming, yurts, cabins, biking, hiking, ATV trails and general store. Reservations call 435-654-3666; fees range from \$35 to \$60 per night, 5% Good Sams discount; website; www.recampground.com. Approx. 8 miles from Zermatt, 13-15 minute drive.

**Holiday Inn**, 1268 S. Main, Heber City, UT. Phone 855-797-6733. Average rates for 2 adults, king room \$112.00 per night, breakfast included. Rooms have a fridge & microwave; on a first come, first serve basis. Approx. 6 miles from Zermatt, 13-15 minute drive.

**Swiss Alps Inn**, 167 S. Main, Heber City, UT. Phone 435-654-0722. Average rates 2 queens or a king room \$98.00 per night. Rooms have a fridge & microwave, coffee and hot chocolate maker, on a first come, first serve basis. Approx. 5 miles from Zermatt, 10 minute drive.



## Zermatt Utah Spa & Resort

Room rates start at \$124 for your group, plus \$20.00 resort fee per room, per night.

Visit [zermattresort.com](http://zermattresort.com) or call **435-657-0180**, for more resort info.

All meetings and Saturday's dinner and auction will be held at the resort, Friday evenings dinner will be off site. Please try to join us for this fun

exiting event, you get to meet members from other states, participate in the auction, dinners, entertainment, and attend meetings if you like.

There will be live entertainment and great food, there is a golf course, in house spa, nature walks, goats, Horse-shoe Pit, Carousel, Gazebo, Outdoor Games, pools, and Jacuzzi's on site.



Website: [nationalponyexpress.org](http://nationalponyexpress.org)

Email: [nationalponyexpress@gmail.com](mailto:nationalponyexpress@gmail.com)

Facebook: [www.facebook.com/expressrider/](https://www.facebook.com/expressrider/)

## 2022 NPEA Convention Registration Form

**Sept. 9 - Friday Dinner Menu: (Please select)**

Each Entree comes with Salad and Roll

Plus a CHOICE of 1: Rice Pilaf 2: Red Potatoes 3: Glazed Carrots

Herb Chicken	_____#	Choice _____#
Pork Chop	_____#	Choice _____#
Honey Glazed Ham	_____#	Choice _____#
Salisbury Steak	_____#	Choice _____#

**Sept. 10 - Saturday Dinner Menu: (Please select)**

Please choose your Entrée with Side Choices.

Drink Choice 1: Lemonade 2: Iced Tea

Side Choice 1: Garden Salad 2: Sweet Potato Salad 3: Green Salad

Desert Choice 1: Triple Chocolate Fudge Cake 2:Mixed Berry Crisp 3: Bread Pudding

Grilled Sirloin	_____#	Drink _____#	Side _____#	Desert _____#
Chicken	_____#	Drink _____#	Side _____#	Desert _____#
Catch of the Day	_____#	Drink _____#	Side _____#	Desert _____#
Roasted Pork Loin	_____#	Drink _____#	Side _____#	Desert _____#

**Conference Attendees**

Event	# Attending	Price	Total
Early Registration Due Before Aug. 1, 2022	_____	\$110.00	_____
Registration Due Before Sept. 1, 2022	_____	\$125.00	_____
Friday (Sept 9) Lunch Only	_____	\$35.00	_____
Friday (Sept 9) Evening Dinner Only	_____	\$25.00	_____
Friday (Sept 9) Wagon Ride Only	_____	\$8.00	_____
Saturday (Sept 10) Lunch Only	_____	\$35.00	_____
Saturday (Sept 10) *Alternate Shopping/Tour	_____	\$25.00	_____
Saturday (Sept 10) Dinner Only	_____	\$45.00	_____
Grad Total	_____		\$ _____

**Name of Attendees**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Scan and Email completed forms to: [NPEAofUT@gmail.com](mailto:NPEAofUT@gmail.com)  
or Mail to: Jamie Marvidakis  
3201 N Pronghorn Rd.  
Erda, Utah 84074

Make checks payable to NPEA Utah Division  
Pay electronically with Venmo: NPEAofUT

\*Please list the names of attendees on memo



Website: [nationalponyexpress.org](http://nationalponyexpress.org)

Email: [nationalponyexpress@gmail.com](mailto:nationalponyexpress@gmail.com)

Facebook: [www.facebook.com/expressrider/](https://www.facebook.com/expressrider/)



# The Telegraph Crosses Wyoming, 1861

Invented by Samuel F. B. Morse in the 1830s, the telegraph was already maturing when it crossed what soon became Wyoming in the 1860s. From the early days of settlement and through the railroad period, Wyomingites—and the nation—relied on it.

In 1861, the first transcontinental telegraph followed the route of the Oregon-California trail. Later, in May 1869, the main transcontinental telegraph line was shifted to the southern edge of the new Wyoming Territory, to run along the route of the Union Pacific Railroad.

The telegraph signaled the demise of previous methods of communication. Before then, a message could be delivered only as fast as a horse could run or a ship could sail. A message took 45 days by steamship from New York to San Francisco, and more than 20 days by overland stagecoach from St. Louis to San Francisco. The Pony Express took 10 days from St. Joseph, Missouri to Sacramento, California

Just before the start of the Civil War, Congress offered a subsidy to any company agreeing to build the transcontinental

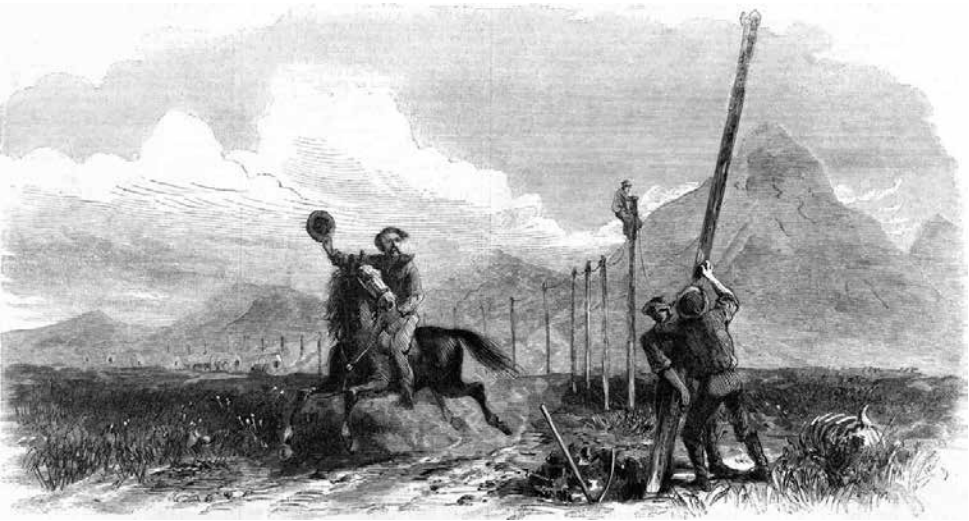


JASON VLCAN, NATIONAL HISTORIC TRAILS INTERPRETIVE CENTER, CASPER, WYO. USED WITH PERMISSION. Some 27,000 poles were set every 75 yards over 1,086 miles from Fort Kearny, Nebraska Territory, to Fort Churchill, Cal. In the four months it took to build the line. A few stumps of the poles survive today in the area around South Pass.

telegraph. Western Union submitted a bid for \$40,000 to build the entire line. In the winter of 1860-61, Edward Creighton surveyed the proposed route between Omaha and California to be built with the financial support of Western Union. He dug the first post hole for the telegraph line on July 2, 1861. (Creighton and his brother John were prominent Omaha merchants; their endowed local university still bears their name.)

Creighton, who during the construction phase became Western Union's general agent, organized two teams of builders, one to work on the line from the West, the other from the East. The eastern line, built by a subcontractor named the Overland Telegraph Co., reached Fort Laramie on Aug. 5, 1861. On Oct. 18, 1861, the workers reached Salt Lake City, completing the eastern section of the line. The western section, shorter but covering more difficult terrain, was finished by the Pacific Telegraph Co., another subcontractor, on Oct. 24.

Some 27,000 poles were set every 75 yards over 1,086 miles from Fort Kearny, Nebraska Territory, to Fort Churchill,



WIKIPEDIA When it was completed in October 1861, the transcontinental telegraph put the Pony Express out of business. In this 1867 illustration from Harper's Weekly, a Pony Express rider gallops past workers building the new line. Note the bison skeleton at lower right. .

Calif., in the four months it took for construction. Poles were to be found “en route—” not so easily accomplished on the treeless plains. Western end materials were shipped around Cape Horn to San Francisco.

Furnishing the poles for a short stretch of the Wyoming segment led to the first civil lawsuit ever decided by the Wyoming Supreme Court—the case of *Western Union Telegraph Co. v. Monseau*. The case finally reached the territory's highest court in 1870. Monseau had contracted to furnish 754 telegraph poles at \$2.50 each. Western Union claimed the man who made the deal with Monseau was not authorized to do it on the company's behalf. The three-member Supreme Court upheld the lower court ruling in Monseau's favor. (E. P. Johnson, for whom Johnson County, Wyo., would later be named, represented Monseau).

Galvanized iron wire “of the best quality” and insulators, iron holders embedded in glass and enclosed in wooden forms, needed to power the signal, were shipped as powder in containers with electrodes. Water was added later to bring the batteries to charge.

Stations were located every 20 miles because batteries were usually only strong enough to relay to the next station. Some stations had once served (or were still serving) the overland stage lines. Each telegrapher sent off to the next station, etc., from these “relay stations.” Cost to send a message was \$7 for 10 words, seemingly expensive, but cheaper and quicker than the Pony Express. Once the telegraph connected the United States, the Pony

Express stopped running.

Eventually upstaged as a technological and engineering wonder by the completion of the first transcontinental railroad in 1869, the telegraph line was completed on Oct. 24, 1861, to national acclaim. The Civil War had begun in April of that year. Just a few months after the war's outbreak Stephen J. Field, chief justice of California and brother of Atlantic cable promoter Cyrus Field sent a message to Abraham Lincoln assuring him of California's loyalty to the Union and promising that the telegraph line would “be the means of strengthening the attachment which binds both the East and the West to the Union.”

Through the Civil War years, Western Union, builders of the transcontinental line, continued to grow and prosper. By 1866, the year after the war's end, the Western Union monopoly controlled a staggering 90% of the telegraph traffic in the United States. Congress tried to nationalize the telegraph and place it under the post office, but failed.

Western Union was challenged eventually by the telephone. By about 1890 telephone engineers expanded the range of audible conversations to a few hundred miles, culminating in the establishment of transcontinental telephone service in 1915.

That, combined with airmail service, radio communication, and teletypes in the 1920s and 1930s, brought about the telegraph's decline. By 1990, all that remained of the once-dominant monopoly was its money transfer services. The internet, of course, has furthered even that decline.



# Utah's Jerry Hurst – a Cowboy's Cowboy

As you travel up and down the old XP Trail, you will meet riders of every type and variety. Once in a while, you will meet one who is a true cowboy's cowboy. One such is Utah's Jerry Hurst, who was inducted into the Utah Cowboy Hall of Fame on July 10, 2021. Jerry joined NPEA in 1980, and although scheduling conflicts and health issues have taken him out of the action on some years, he has usually been with us, and we expect to see him back carrying the mail in 2022.

Jerry was the National High School Rodeo Association Champion Bull Rider in 1968, and he has had rodeo in his blood. He rodeoed for Utah State University while earning Bachelor's and Master's degrees in Agricultural Education. He rode bareback horses and bulls in PRCA rodeos across the west, then worked as a professional bull fighter for 27 years, earning the title of Bull-o-Rama freestyle bull fighting champion. That stint was followed by 7 more years entertaining as a barrel man and rodeo clown.

In his professional life, Jerry taught Vocational Agriculture for 30 years,

most of that time at Grantsville High School in Grantsville, Utah, where he was named Teacher of the Year for the 1995-96 school year. He developed an outstanding veterinary science program, and served as advisor to the FFA and Rodeo Clubs, as well as assistant wrestling coach.

In civic life, he served 10 years as a Grantsville City Councilman, then 4 years as a Tooele County Commissioner. Add to that 8 years in the Army National Guard. On the side, he raised rodeo stock, and owned a seed and agricultural supply company. Though retired from most of the above pursuits, Jerry still rides and ropes for a cattle ranch owned by the Church of Jesus Christ of Latter-Day Saints. He'll tell you, though, his proudest achievements are his wife, Sheila, and their 3 sons.

So if you're riding out here in the west, and if you should meet a horseman with an extra measure of well-earned swagger and confidence, and yet gives you the genuine smile of a true gentleman, you may be lucky enough to be riding with Jerry Hurst. Give the man a tip of your hat.

# Special Insurance Notice to All XP Division Leaders

There are two insurance items that all Division Presidents and board members need to know and act on:

1- Any time you have an event where a horse is involved, notice needs to be sent to Fred Leslie. It doesn't matter if the horse is there to only model a “Machilla” or you're doing a Trail Ride, or exchange demonstration, or Parade, or anything else you can think of that a horse would be there. We need to report this to our insurance company to enable us to be protected against a lawsuit arising from damage done by HORSES.

2- XP members need to sign a waiver so they will individually be protected against any lawsuit filed against them for damages done by their HORSES.

These waivers need only be signed once, but you must keep them indefinitely and have readily access to them.

The ramifications can be catastrophic, but the remedy is unbelievably simple. All you need to do is contact Fred Leslie with the date, location, description of event.

**Call Fred at 801-450-2905, email fredleslie101@gmail.com.** You will find he is a great guy to talk to, not to mention Trustworthy, Loyal, Helpful, Friendly, Courteous, Kind, Obedient, Cheerful, Thrifty, Brave, Clean, and Reverent.

## LETTER FROM THE PRESIDENT'S DESK

It was so good to see everyone on the trail. I truly enjoyed the “wild ride” across the eight states during the 2021 re-ride. I met the nicest people along the way. Once again, we proved that we are a strong organization and together we can accomplish many things. I am looking forward to traveling the trail in 2022. Could not have done it without my “side kick” David, he kept me on track/trail.

A great BIG Thank You goes out to Mary Cone and her “team” for the great job on the spot tracker and map. We had a few hiccups but was able to work them out and I personally found the information to be of great help as I traveled across with the re-ride.

Pam Simmons along with Mary Cone kept our web page and facebook updated with information as well as pictures during the re-ride.

I also accessed information provided by the HAM operators and wish to thank them for a great job. It is a comfort knowing that they are there and could assist with emergencies if needed.

I want to thank the members of the Kansas Division for hosting the 2021 Convention in Atchison Kansas. The attendance numbers were down but everyone had a good time, “especially the Colorado Ladies”.

We were able to conduct the business of the organization in good order. I want to thank you again for having faith in me to serve as the National President. I will do my best to live up to the responsibility.

I did appoint new officers that included Amanda Svoboda as secretary to the president, Lyle Ladner as treasurer and projects coordinator, and Pam Simmons as First Vice President. Tony Goulart, second Vice President and Howard Schultz as third Vice President both will serve another term. I hope to see you all in Utah for 2022 convention.

This organization would not be in existence if not for ALL the volunteers that do many jobs well. Thank you to ALL for your time and effort to sustain this organization and its ability to Identify and Preserve the National Pony Express Trail.

We continue to stay in contact with the National Park Service and partner with them to promote the Pony Express Trail. Lyle Ladner has worked closely with them on our Task Agreements and we are hopeful that we will be granted a new agreement for the next year.

I am looking forward to seeing all of you on the Trail!

Melva Sanner, President  
National Pony Express Association



# 10 Things You May Not Know About the Pony Express

Explore 10 interesting facts about the short lived mail service that helped transform the American West.

## 1 The Pony Express was more than twice as fast as its competitors.

In the mid-19th century, California-bound mail had to either be taken overland by a 25-day stagecoach or spend months inside a ship during a long sea voyage. The Pony Express, meanwhile, had an average delivery time of just 10 days. To achieve this remarkable speed, company owners William H. Russell, William B. Waddell and Alexander Majors set up a string of nearly 200 relief stations across what is now Missouri, Kansas, Nebraska, Colorado, Wyoming, Utah, Nevada and California. Lone horsemen would ride between stations at breakneck pace, switching mounts every 10-15 miles and then handing their cargo off to a new courier after 75-100 miles. The relay system allowed mail to criss-cross the frontier in record time. The company's personal best came in March 1861, when riders carried the inaugural address of Abraham Lincoln from Nebraska to California in just seven days, 17 hours

## 2 It was a financial flop.

Despite its enduring place in Old West legend, the Pony Express never turned a profit during its year and a half history. The company began making deliveries in April 1860, but service ground to a halt just a few weeks later when the Pyramid Lake War erupted between the United States and the Paiute Indians. The temporary shutdown cost the company some

\$75,000, and it continued to hemorrhage cash over the next few months due to high operations costs and its failure to secure a government mail contract. Though hailed in the press for its efficiency and adventurous spirit, the Pony Express eventually folded in October 1861, having lost as much as \$200,000.

## 3 There was a weight limit for Pony Express riders.

Since speed was its main goal, the Pony Express went to great lengths to keep its horses' loads as light as possible. Rather than burly cowboys, most of the riders were small, wiry men who weighed between 100 and 125 pounds—roughly the same size as a modern horseracing jockey. Their average age was around 20, but it wasn't unusual for teenagers as young as 14 to be hired. One man named "Bronco" Charlie Miller claimed he was only 11 years old when he first joined the Pony Express.

## 4 Riders were required to take a loyalty oath.

In exchange for their \$100-150 monthly salaries—a substantial sum for the time—Pony Express riders were expected to take a loyalty oath that read: "I do hereby swear, before the Great and Living God, that during my engagement, and while an employee of Russell, Majors and Waddell, I will, under no circumstances, use profane language, that I will drink no intoxicating liquors, that I will not quarrel or fight with



any other employee of the firm, and that in every respect I will conduct myself honestly, be faithful to my duties, and so direct all my acts as to win the confidence of my employers, so help me God." Those who broke the rules risked being dismissed without pay, but it appears that few Pony Express employees followed the pledge to the letter. Liquor flowed freely at relief stations, and an eyewitness named Richard Burton reported that he "scarcely ever saw a sober rider."

## 5 Mail was carried in a specially designed saddlebag.

To cut down on weight and facilitate swift horse and rider changes, the Pony Express used a special type of mailbag known as a "mochila"—the Spanish word for knapsack. This consisted of a leather cover that was draped over the saddle and held in place by the rider's weight. It featured four padlocked pockets—three for mail and one for the rider's timecard—and was capable of holding up to 20 pounds of cargo. At each relief station, riders would simply grab the mochilla off one mount and then throw it over the next, allowing them to switch horses in the span of just two minutes.

## 6 Ordinary people almost never used the Pony Express.

The speed of the Pony Express didn't come cheap. In its early days the service cost \$5 for every half-ounce of mail—the equivalent of some \$130 today. Prices were later reduced to just \$1, but they still remained too high for everyday mail. Instead, the service was mainly used to deliver newspaper reports, government dispatches and business documents, most of which were printed on tissue-thin paper to keep costs (and weight) down.

## 7 One rider completed a 380-mile run in less than two days.

In May 1860, Robert "Pony Bob" Haslam took off on the most legendary ride in Pony Express history. The 20-year-old was scheduled to make his usual 75-mile run from Friday's Station east to Buckland Station in Nevada. Upon arriving at Buckland, however, he found that his relief rider was petrified of the Paiute Indians, who had been attacking stations along the route. When the other man refused to take the mail, Haslam jumped back in the saddle and rode on, eventually completing a 190-mile run before delivering



Pony Express rider crossing hostile country between St Joseph, Missouri, and San Francisco.

his mochilla at Smith's Creek. After a brief rest, he mounted a fresh horse and retraced his steps all the way back to Friday's Station, at one point passing a relay outpost that had been burned by the Paiutes. By the time he finally returned to his home station, "Pony Bob" had traveled 380 miles in less than 40 hours—a Pony Express record.

## 8 Riders didn't have the deadliest job on the Pony Express.

Pony Express riders had to deal with extreme weather conditions, harsh terrain and the threat of attacks by bandits and Indians, but life may have been even more dangerous for the stock keepers who manned the relief stations. Their outposts were usually crude, dirt floor hovels equipped with little more than sleeping quarters and corrals for the horses. Many were located in remote sections of the frontier, making them extremely vulnerable to ambush. Accounts differ,



The Hollenberg Pony Express station at Hanover, Kansas.

but Indians reportedly attacked or burned several relay stations during the Pyramid Lake War in the summer of 1860, killing as many as 16 stock hands. By contrast, only a handful of riders—six, according to the National Park Service—died in the line of duty during the entire history of the Pony Express.

## 9 Buffalo Bill Cody probably wasn't a Pony Express rider.

In his autobiography, the famed frontier showman William "Buffalo Bill" Cody claimed that he served as a Pony Express rider at the age of 14. He even alleged that

he once rode a record 384 miles in a single run. But while Cody almost certainly worked as a messenger for the owners of the Pony Express, there is no record of him ever carrying the mail, and evidence suggests he was probably in school in Kansas during the company's brief history. Whatever Cody's involvement with Pony Express was, there's no doubt that he later kept its memory alive with his famous "Wild West" vaudeville shows, which featured Pony Express riders and horse swaps as a recurring stunt from 1883 until 1916.

## 10 The transcontinental telegraph dealt the Pony Express its deathblow.

For all its financial troubles, the Pony Express didn't truly collapse until a better alternative appeared on the scene. The company had spent its brief history bridging the gap between the Eastern and Western telegraph lines, but it was finally rendered obsolete on October 24, 1861, when Western Union completed the transcontinental telegraph line at Salt Lake City. The Pony Express ceased service just two days later. Despite operating for only 19 months, its riders had successfully delivered some 35,000 pieces of mail and traveled more than half a million miles across the American frontier.





# Pony Express Waybill from St. Joseph, Missouri (July 11, 1861) to San Francisco (July 21, 1861)

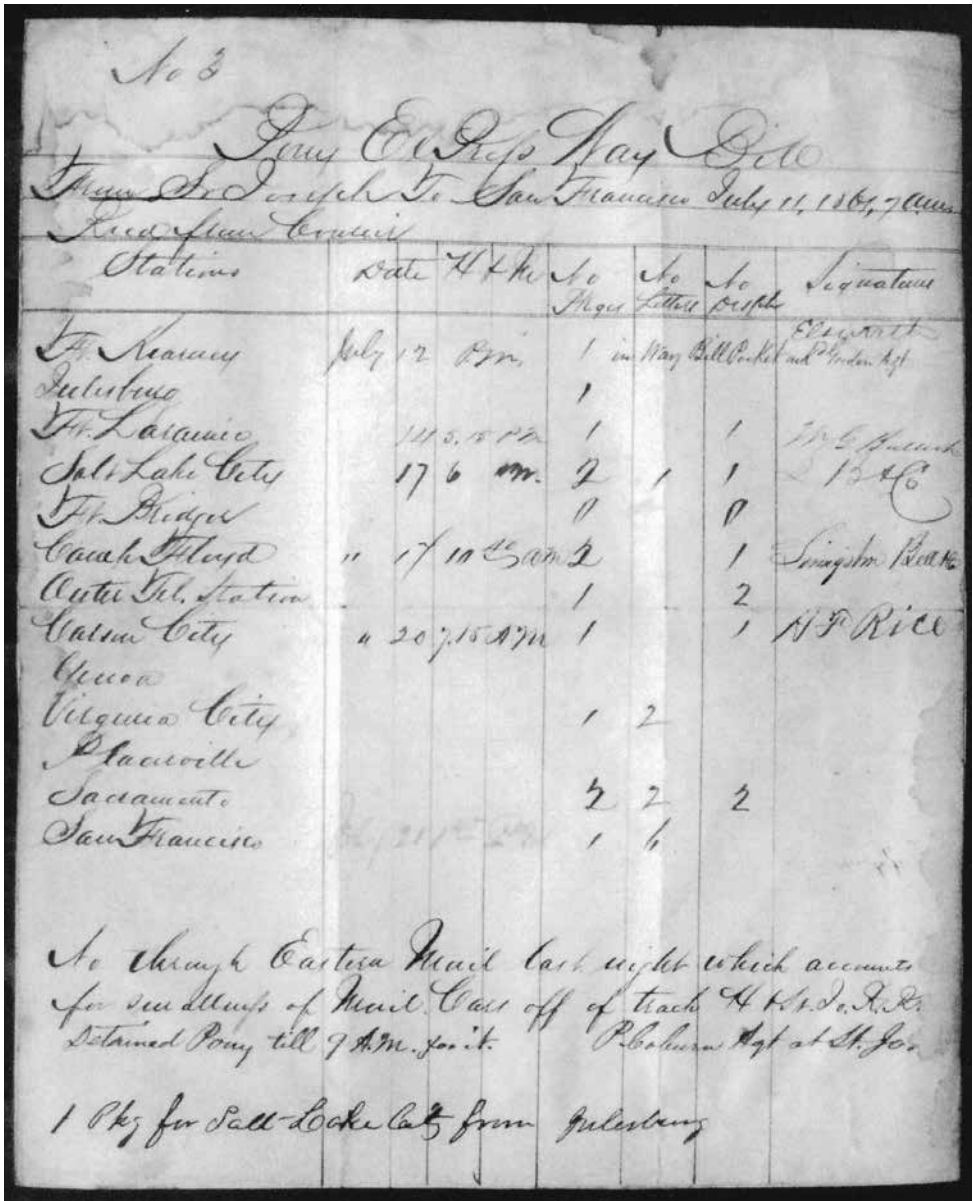
*A very rare waybill carried by the Pony Express rider; the sweat/water stains on the paper are from the Mochila (saddle bags) with other Pony Express documents/covers from St. Joseph to San Francisco, as received from the courier on July 11, 1861 at 7:00 am. Rider did not leave until 9:00 am. Note at bottom of waybill; No through Eastern mail last night which accounts for smallness of mail. Car off track H(annibal) & St. Jo(seph) R.R. detained Pony till 9 A.M. for it. P. Coburn Agt at St. Jo(seph)*

This is one of two known Pony Express waybills in private hands. There are 100s and 100s of Pony Express covers but this is the only Pony Express waybill in private hands. It is assumed that they were destroyed by the 1906 San Francisco earthquake and fire, which devastated the Wells Fargo Museum. This is dated late for Pony Express, near their demise on October 26, 1861. According to records, there are no covers known for westbound Pony Express trips on July 11, 1861 that left St. Joseph, making this waybill the only item know extant for that trip.

Also of interest: Wells Fargo and Company had a display at the Columbian Exposition in Chicago in 1893. They mention some Pony items on display in a published book *California at the Worlds Columbian Exposition 1893*. Listed in catalog: “Wells Fargo and Company Historical Exhibit, Etc. at the worlds Columbian Exposition, listed as item #107-*Pony Express abstracts, way-bills, and statement. Also old-style envelopes and messenger’s reports.* From the collection of the late messenger, ‘Chips.’”

Chips, his real name Pillsbury Hodgkins, was a celebrated Express character of early gold rush mining days, who served with Wells Fargo & Company. He was principally an Express Company messenger; he served them for forty consecutive years, 1852-1892.”

The purpose of the Pony Express was to provide the fastest mail delivery possible from St. Joseph, Missouri to Sacramento, California. Founded by Majors, Russell, and Waddell of the famous Central Overland California and Pikes Peak Express Company, they won a million dollar contract from the U. S. government. So in 1860 they started the Pony Express Company. April 3rd, 1860 to October 26, 1861. Using a relay system of horses and 183 riders that rode for the Pony Express during its lifetime. They ran ads in California newspapers looking for riders: “Wanted. Young, skinny, wiry fellows. Not over 18. Must be expert riders. Willing to risk death daily. Orphans preferred.” They were paid \$100 per month, good money for the time. According to records, the first riders were John Fry from St. Joseph and Billy Hamilton from Sacramento. The Company purchased 400 horses to start; they had 165 stations, and almost 2000 miles of trails. When they started, it was \$5 per half ounce; at the end it was \$1 per half ounce. Their demise was brought on by the telegraph that was completed cross-country on October 24, 1861. They had spent \$700,000 on the Pony Express adventure and had a huge loss of \$200,000 at the end. The company also failed to receive the million dollars as promised by the government because of the outbreak of the Civil War. One of the rarest and



finest Western Americana items available. Measures approximately 8” x 10”. Information from Heritage Auctions: Condition: Fine-very fine, light water spotting, mounted on sheet of paper from scrapbook. Estimate: \$25,000 – up. Minimum bid: \$15,000. Editor’s note: This item sold on Jan. 23, 2009 for \$17,925. Photos in editor’s collection.

## News from the Stable (Facebook)

by Pam Dixon-Simmons, NPEA

The NPEA page was created to help keep our members engaged with each other and the public to further our educational outreach, but I need your help. If someone is already posting your event

or activity on their Facebook page, please ask them to tag our page for that post. This will allow even more people to share in all the great work our membership does all year long. If there is no one to post your event on Facebook I am here

to help. Please email a description of the event along with date time and location to [nationalponyexpress.org](http://nationalponyexpress.org) and attach any photos you may have as they are always a hit. Please type Facebook in the Subject line and I will post the information on our national page. You may also text the information and photos to me. My contact number is on the National Directory. Since September 1, 2021, through Janu-

ary 31, 2022, we have had 42 posts which reached 35,505 people (some of these are repeated if they like more than one post), created 5,198 engagement including reactions, comments, or shares.

Thank you to everyone who has shared information from your event and I look forward to posting many of your events and pictures from along the trail.

# PBS – Nature Program – American Horses

## Filming at the 2021 re-ride

### Howard Schultz – Western Wyoming Ride Captain & NPEA Vice President

I was contacted early last spring from Grizzly Creek Films by Eric Bendick (producer) about doing a film about American Horses featuring Kaelynn Clark who rides in my group, she lives in Idaho. We talked about what they wanted to do and I got things arranged on my part. I let him know that I knew an area that would be good, it was on the original trail away from traffic. I met with him and his crew along with Kaelynn while I was marking the trail for rides on the day before our ride to show them where her ride would be. On the day of the ride I caught up with them on the trail and the film is the outcome. It was pretty neat, they had a drone camera and two or three cameramen on the ground filming

### Kaelynn Clark – Rider from Wyoming

I have always had a love for horses and I believe that came from my mom. I started training mustangs when I was 14-15. The very first mustang that I trained was Spartan. I fell in love with him and I’ve done a lot of his training. I did send him to a trainer when he was three to put rides on him while I was in school. But, I started him under saddle and have done everything on him. In the spring of 2020, I was contacted by PBS to have a part on their documentary on the American Horse. They loved what I did and thought



The weekend before the re-ride. They wanted to get some shots of me working with Spartan in the round pen. They also wanted to capture that “first touch” moment I had with him when I first got him.

it would fit the storyline of the documentary and they wanted to watch us do the Pony Express re-ride in 2021. They did come to an open Horse Show and followed me around with cameras to get beroll in the fall of 2020. In 2021 a week before the re-ride, they came out to my house to film and see where I had done all my training. They were so humble and amazing. They were so understanding about working with horses. They also interviewed me at my house. I was so nervous. I know I haven’t

gotten to where I am as a Horseman on my own. It really isn’t all me. There have been so many wonderful people including family and friends who have been there for me to teach and guide me. The second weekend was the reenactment. The day before the ride we went out and rode the ride in full uniform so that they could really slow down the shots and add more than they would be able to capture on the actual day of the Pony Express. On the day of the ride they filmed the rider coming in



Kaelynn Clark with Spartan after the Re-ride.

and me riding out on my ride. They were able to film me twice that day. The first time was when we were out on our first ride. On my first ride they followed me with a drone and then drove in front of me a little ways to get me coming over the hill. Howard was so kind to give me his ride so we were able to get the best place for filming. On my second ride it was along the road, so the film crew sat in the back of a truck and followed me on the road as I rode out on the plains. It was so much fun and such a great experience. I loved getting to work with them and getting to tell my story as well as Spartan’s. I’ve always wanted to be an ambassador for them. They truly are amazing horses and they don’t deserve the stigma that they have.

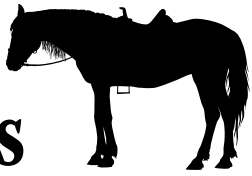


The cameraman was recording the sound of Spartan’s to use in the documentary.





# Empty Saddles



## William Henry "Bill" Sinnard

Funeral services for William Henry "Bill" Sinnard, 76, were held at 2:00 P.M. Saturday, February 19, 2022 at the Frontier Baptist Church in Douglas, Wyoming with Pastor Tim Ricker officiating.

Bill died Monday, February 7, 2022 after a battle with cancer at his home near Douglas with his wife, Ginger, at his side.

Bill was born Wednesday, June 27, 1945 in Mount Auburn, Illinois the son of George Elmer and Harriett C. (Shartzler) Sinnard. He left Illinois and lived in Nebraska and Colorado before moving to Douglas in 1974 as an electrician for Canyon Valley Electrical Company. Bill worked a short time as a plumber prior to working for Converse County School District in the mechanical maintenance department for seven years, and then went to work for KN Gas Plant for 19 years and retired in 2008. During his retirement years he would do day work for local ranchers and farmers and was very active in local associations. He was a member of the Pony Express for 25 years, Converse County Sheriff Posse for 20 years and Helluva Hunt for 30 years. He also sat on the board of directors for the Historic Association and Fort Fetterman Association.

He enjoyed restoring old cars, loved working with horses, and participating in Calvary re-enactments.

Bill and Ginger (Cochran) Sinnard shared their lives together for 41 years.

Bill is survived by his wife, Ginger, of Douglas; sons, William Sinnard of Douglas and James N. Sinnard of Texas; and siblings, Rose (Mike) Housos of Bandera, Texas, Lee (Kathleen) Barringer of Illinois, and Donald Barringer of Illinois.

He was preceded in death by his parents and siblings, Joe Sinnard, Sarah Blackwell, Allen Barringer, Butch Barringer, and Jimmy Barringer.

## John Benjamin Harsha

John Benjamin Harsha, passed away Friday, January 14, 2022 at home in Green River, Wyoming. He as a life-long resident in Green River, Wyoming.

He was born December 21, 1935 in Green River, Wyoming; the son of Richard Harsha and Mabel May Doty. Mr. Harsha attended schools in Green River, Wyoming and was a 1956 graduate of Lincoln High School.

He married Barbara Jean McCurdy August 16, 1968 in Green River, Wyoming and she preceded him in death August 3, 2019.

Mr. Harsha loved spending time with his family. He enjoyed looking at wild horses; roping; riding his horses; hunting; playing and watching basketball.

Survivors include his brother, Gene Harsha of Green River, Wyoming; several cousins; nieces and nephews also survive. He was preceded in death by his parents, wife, seven brothers, George Harsha; LeRoy Harsha; Glen Harsha; Gerald Harsha; Donald Harsha; Ronald Harsha; Richard Harsha; two sisters, Karen Harsha; Donna Harsha. Cremation took place; a Celebration of Life will be conducted at a later date.

## Jerry Leal 1936-2021

Mr. Gerald J. Leal, 85, of Avondale, Ariz., died Dec. 4. He was born Nov. 16, 1936 in San Jose, Calif., to John Leal and Clara Pereira. Gerald was predeceased by his daughter Jeanine Maria Leal. He is survived by his wife Melba J. Leal and son Gerald J. Leal Jr. He is also survived by three grandchildren and four great-grandchildren.

Gerald was a devoted father and husband. He was proud of his marriage that would have been for 64 years on Dec. 20. A deeply religious man of his word, Gerald was a Knight in the Knights of Columbus. He was active in the Goodyear, Ariz., Pope Pius X11 4737 chapter of the Knights of Columbus until his death. Before moving to Arizona he received the Knights of Columbus State Deputy Membership Recognition Award (1980-81) in Placerville. G.K. Council No. 6322.

Gerald was proud to serve his country in the United States

Navy. He continued his life of serving as a California Highway Patrol Sergeant. The American Legion Post No. 119 presented him with the Officer of the Year as a California Highway Patrol Officer in 1974. Gerald was also a member of the Senior California Highway Patrol Volunteer Program in Placerville from November 2013 to June 2018. For 25 years, he spent his free time umpiring Little League Baseball. Gerald was a lifetime full member of the National Pony Express Association (1983-2021). He was a true hard-working trails advocate for the Historic National Pony Express Trail – Go Pony Riders!

A funeral mass was held Dec. 21 at St. John Vianney Church in Goodyear, Ariz.

## Douglas K. "Hooligan" Holle

Douglas K. "Hooligan" Holle, 61, of Odell, NE, died February 11, 2022, at Marysville, KS.

Visitation was held Wednesday, February 16, from 10 a.m. to 8 p.m. at the Hanover Mortuary. The family received friends from 6 to 8 p.m.

The funeral was held at 10:30 a.m., Thursday, February 17, at the Hanover American Legion.

Burial was in the Hanover City Cemetery.

Doug was born on July 12, 1960, at Hanover, son of Willis and Berdean (Kruse) Holle. He graduated from Trinity Lutheran School, Hanover High School and North Central Kansas Technical College in Beloit.

He began working for Federal Crop Insurance, then as a salesperson for McGinnis Ford in Lincoln, Beatrice Ford in Beatrice, and then Rick Honeyman Ford in Marysville.

On October 25, 2015, Doug married Debbie Gilbert. He was a member of The Pony Express Re-Riders for almost 40 years. He loved being a grandfather. He was a close friend with Jason and Donny Vculek and Timothy Coleman, considering them as his "adopted" children.

He enjoyed his horse, dogs, spending time with friends, fishing, attending auctions, and his Ford trucks.

Doug was preceded in death by his grandparents, George and Edna Kruse and Ben and Martha Holle; father, Willis Holle; father and mother-in-law, Leon and Alice Gilbert; brother-in-law, Chuck Butts; uncles, Don Kruse and Robert Holle; and aunts, Rosanna Scherling and Adeline Vernon.

Survivors include his wife, Debbie; mother, Berdean Holle, Hanover; sister, Cindy (Timothy) Rippe, Andale, KS; two brothers, Stan (Carol) Holle, Whitesboro, TX, and Clint (Megan) Holle, Hanover; two stepdaughters, Susie (Paul) Plunkett and Vicki (Steve) Schroeder, and step-grandchildren, nieces, nephews, cousins and his many friends.

## George Alfred Bransom

A funeral service for George Alfred Bransom, 85, was held at 1:00 P.M. on Thursday, June 17, 2021 at the United Church of Christ in Wheatland, Wyoming with Pastor Joe Bair officiating. A visitation was held following the service. Interment was in the Wheatland Cemetery. George Alfred Bransom passed away on Wednesday, June 2, 2021 at Ivins Memorial Hospital in Laramie, Wyoming.

George Bransom was born Monday, July 29, 1935, in Osage, Wyoming, the son of Lucinda Jane Draper-Bransom and Harley Goldie Bransom. He attended school in Osage and graduated from Upton High School in 1953. During his high school years, he worked at the Osage grocery store. After graduation he worked in the oil field driving trucks and checking pumps. He then went to work for Black Hills Power and Light at the Osage Power Plant.

George married Joan Wellman on December 29, 1957, and was inducted into the United States Army on January 8, 1958. He attended basic and advanced basic training at Fort Carson, Colorado and was then deployed to Germany. After serving his tour of duty, he returned to the Wellman Ranch at Newcastle, Wyoming where he was employed until he and Joan moved to Laramie. While in Laramie, George worked for the University of Wyoming, the Bureau of Mines, and the Natural Resources Research Institute doing cloud seeding on Elk Mountain. He also owned George's Texaco when gasoline was 29 cents a gallon.

In 1967, he accepted a position as the Administrative Supply Technician with the Wyoming National Guard in Wheatland.

In 1975, he transferred to Camp Guernsey, Wyoming as the Camp Supply Officer where he remained until his retirement in 1995.

He was awarded membership in The Honorable Order of Saint Barbara for distinguished service in the Field Artillery Corp by the Nebraska Army National Guard.

George was a member of the Wheatland Volunteer Fire Department and served as secretary for 13 years. As a member of American Legion Ora Call Post #10, George served as their Adjutant.

He was an avid member of the Pony Express and served as Ride Captain for many years.

George was very involved in the Masonic Lodge. He served as Worshipful Master of Wheatland Lodge #16 and held various offices. He was a 50-year member of the Order of Eastern Star, served as Worthy Patron in Wheatland Chapter #11. George and Nadine Raffelson led the Grand Chapter of Wyoming Order of Eastern Star as Worthy Grand Matron and Worthy Grand Patron in 1989-1990.

George's interests included square dancing, motorcycle riding, snowmobiling, skiing, hunting, camping, jeeping, horse-back riding, and raising sheep. He was always willing to watch a good John Wayne movie and share with his grandchildren, and was overall a family man.

George is survived by his wife, Joan of Wheatland; son, Alan (Brenda); grandchildren, Samantha (Brock) Weitzel, Jaylee, Dustin, Brandy, and Grace Bransom; and great granddaughter, Harper Weitzel all of Laramie; sisters, Edna Douglas of Upton, Wyoming, and Rose Brooks of Arlington, Texas; and numerous nieces and nephews.

He was preceded in death by his son, Douglas George Bransom; his parents; brothers, Clifford, Ned, and Robert; sisters, Betty Jane and Mary May; and nephew, Jay Douglas.

## Lawrance Henry Lowell

Lawrance Henry Lowell "Jug", 80, passed away on Thursday, June 3, 2021 at his home in Green River. He was born on August 11, 1940 in Rock Springs, Wyoming, the son of Lourin Lawrance Lowell and Belva Walker. Lawrance attended schools in Green River and graduated from Lincoln High in 1958. He married Sonia Maldonado and had three sons. They later divorced. He married Carol Rosine Banzhaf in Green River on December 27, 1975.

Lawrance was a Navy veteran who served during the Vietnam era after enlisting in 1958. He worked on the Flaming George Dam before working for Union Pacific Railroad until his retirement. Lawrance was a member of The Church of Jesus Christ of Latter-day Saints.

Jug was known for his active rolls in UPRR Oldtimers, Jr. Oldtimers, toured with the Freedom Bell, National Pony Express Rider Assoc., WY Territorial Gunfighters, Society for Creative Anachronism (SCA), and his William Cody-Buffalo Bill portrayals.

His interests were bowling, playing guitar, playing cards, camping, fishing, working at his business Jugs Toot and Shoot, gunsmith/toy train shop, taxi driving, and riding in the Flaming George & Red Dessert parades.

Survivors include his wife Carol Rosine Lowell of Green River, WY; sons Lamar Lawrance Lowell and wife Tammy of Middleton, ID, Kevin James Lowell and wife Jan of Bakersfield, CA, Craig Wayne Lowell and wife Julie of Green River, Lourin Karl Lowell of Rawlins, WY; daughter Joanna Rosine Lowell Spencer of Green River, WY; brothers Ralph Edward Lowell of Springfield, OH, Rex Jay Lowell and wife Lois of Murray, UT; sisters Ruth Irene Lowell McFarland of Lyman, WY, Alice Louise Lowell Capehart of Green River, WY, Virginia Alma Lowell Price and husband John of Green River; aunts Helen Marie Bond Walker of Green River, Donna Lee Layton Walker of Ogden, Utah; sister-in-laws Beth Banzhaf, Shirlee Jean Banzhaf both of Middletown, OH; 23 grandchildren; four great-grandchildren; one great-great-grandchild; as well as several cousins nieces and nephews.

He was preceded in death by his parents Lourin and Belva Lowell, brother Vern Ray Lowell, nephew Bobby Lynn Covington, and numerous in-laws, nephews, nieces, cousins, aunts, and uncles.

Funeral services were held June 11, 2021 Interment with military honors will take place at the Riverview Cemetery.

## Hubert Duane "Pete" Pickett

It is with deep sadness that we announce the death of our beloved Hubert Duane "Pete" Pickett. Pete was born

two miles west of McDonald, Kansas, on Nov. 18, 1940, to Albert Leonard Pickett and Dorothy Faye (Archer) Pickett. He passed away peacefully at his home on Nov. 26, 2021, at the age of 81. Pete attended McDonald Elementary School and High School, where he graduated in 1958. He participated in basketball, football and track, making All-State Honorable Mention in basketball his senior year, scoring 42 points in a single game.

He loved the open plains of northwest Kansas and never missed an opportunity to hunt a coon or coyote. Pete loved reminiscing about his days and trophies he won for TT Scrambles and short track races on his 500 Triumph. Pete retired in 2003 after 40 years of dedicated service to Firestone as a manager/owner of stores in North Platte, Lincoln and Falls City. His work ethic was beyond question.

Pete was always ready for the annual all horse Christmas Parade or Wagon Train ride. He loved volunteering to work at the Tailgate Ranch moving cattle and branding. Never will you meet a man who more faithfully lived his values. Pete was a teacher of all things as he taught by example. He never let another man down and fulfilled every obligation he ever undertook. His word was his bond and everyone knew it. He was self-made and self-reliant. Pete was loved for an infinite number of reasons. He was a magnificent man, a loyal loving husband, a devoted father, a kind spirit and a true friend. Pete provided such remarkable examples to remember him by and hold close to our hearts.

Pete was preceded in death by his parents and stepdaughter, Sherri McIntosh. He is survived by the love of his life, Joan; his son, Troy and his wife, Emily; grandchildren, Colin, Abbey, Emma and Ella; son, Ken and grandchildren, Hunter and Madison; his brother Eldon and his wife, Jeri; stepdaughter, Lyn and her husband Mike Martin; step-granddaughter, Rachel and her husband, Jason Venn and great-grandsons, Caden and Grayson; and stepdaughter, Lyn and her husband, Mike Martin; a host of cousins, nieces and nephews, each missing him for his great sense of humor and the special man he was.

Memorials are suggested to the American Cancer Society and sent in care of Baalmann Mortuary, PO Box 391, Colby, KS 67701. Funeral service was at 2 p.m. Thursday, Dec. 2, at Baalmann Mortuary, Atwood, Kansas, with visitation the hour prior. Burial was at Fairview Cemetery, Atwood.

## Duane Harold McCauley

Duane Harold McCauley was born on August 20, 1954 to Harold and Jennie McCauley at Fairfield, NE. He departed this life on Thursday, June 4, 2020 at Sutton, Nebraska at the age of 65 years.

Duane was raised with three sisters; Vivian, Chris, and Donita on a farm outside of Edgar, NE. Duane graduated from Clay Center High School. After attending college and moving back into the Edgar area, he met and married Susan Neighbors on August 26, 1983. They went on to expand their family with the birth of their son, Cody and daughter, Jacy.

Duane spent many years working by traveling around the countryside in his semi before he retired and went back to working in the local area. In 2000, Duane suffered a tragic accident that left him disabled. Throughout the years Duane got to know and become friends with many different people.

In his spare time, he enjoyed country music, western movies, going camping, fishing, horse riding, and raising some hell with his friends. Some of the pleasures in his life were from spending time with his family and the four-legged kind. His longtime pal in his later years was his faithful companion Shadow who rode with him everywhere. Duane had a love for horses throughout his life which helped him become part of the Saddle Club, a group of people who also enjoyed riding horses and following the pony express trails. Duane also was good with helping out his friends when they needed an extra hand whether it was helping with harvest or moving cattle among other different adventures. He was good to lend a hand but wasn't so good with asking for help when he needed it. Duane had a good heart even though he could be stubborn, and bull headed at times. He cared deeply for the people who he considered friends and family.

He is survived by his ex-wife Susan, his children Cody and Jacy, his two sisters, Chris and Donita, nieces, Jennie and Heather Roemmich, sister in law Deb and Clark Stertz and nieces, Cai and Deana. Plus, countless other friends and family members. He was preceded in death by his parents, sister and brother-in-law, Steve Roemmich.

Graveside services were held June 11, 2020 at the Edgar Cemetery, Edgar, NE.

# Joe Nardone — April 25, 1941 – July 19, 2021



Joe Nardone's study of the Pony Express began not long after his retirement in 1982. He was looking to write about one of America's western trails or a branch of one of the trails when a National Park Service employee and friend asked him a question about accuracy of the 1,966-mile length of the Pony Express Trail from St. Joseph, Missouri, to Sacramento. It was a question that piqued his curiosity and set in motion his 36-year fascination with the "Pony."

He has traveled the trail by seven different modes of transportation: horseback, airplane, hiking, 4-wheel drive, mountain bicycle, dual-sport motorcycle and recreational vehicle. He has participated in the marking of Pony Express stations along the trail and mapped every Pony Express mile. Over the years, Joe visited, in his words, "every repository you can think of from coast to coast. Going through their archives and reading all their newspapers in print in the 1860s." It is the California State Library, though, where most of his research has taken place. He came to the Library for its extensive materials covering 1860–1861, and in particular its California newspaper resources.

Joe founded the Pony Express Trail Association and served as the Executive Director.

His burial plot is in Paxton, Nebraska Cemetery as he found it was the only cemetery right on the Pony Express Trail.

Joe Nardone decided to donate his collection to the California State Library's History Section's Rare Materials Reading Room. When complete, the donation will include statues, artifacts, books, maps, and pamphlets, all illustrative of Pony Express history.

When visitors step into the California History Section's Rare Materials Reading Room now, they will be able to see the physical objects he has presented to the Library. They will be housed in and on two display cases. The cases are being constructed by Burnett & Sons, a Sacramento company that is a historic entity in itself, having been in business since 1869. The books, pamphlets, maps, and other ephemera will be incorporated into the State Library's collections and known as the Joe Nardone Memorial Pony Express Research Collection.

## An Educational Moment

The Pony Express, though brief, still stirs excitement in the American imagination. Many myths about the venture have been repeated so often they are believed to be true. During Joe Nardone's many years of study, he has made it a point to discern fact from fiction. Before we continue to talk about his wonderful gift, let's pause here for an educational moment.

The common belief is that Pony Express riders leaped on their steeds and galloped the 10 or 15 miles to the next station where they changed horses. Indeed, all three of the young men portrayed in the statues are going, in a phrase I heard Mr. Nardone use for one of them "hell bent for leather." But did they always ride at horse-race speeds? Not according to Nardone. "They were riding maybe 4 to 5 miles an hour, maybe 7 in the daytime when

they can see. At nighttime, probably 4. You only have to do 6 miles an hour to do the trip in 10 or 11 days." If they did that, they would meet the goal of the Central Overland California & Pikes Peak Express Company, the parent organization of the Pony Express.

## Mochila & Saddle

One of the two cases planned for the California History Room will house a life-size saddle and mochila. A mochila is the distinctive pack Pony Express riders used to carry mail. It could be easily thrown across a saddle and featured four cantinas, or pockets where riders inserted the letters, telegrams, and waybills. Looking at the three statues in the Library, you will see all of them are equipped with a mochila.

"There is not an original mochila in the world," Nardone said. The gift mochila and saddle he is donating to the Library are replicas. He has had ten reproductions made of them. The Autry Museum of the American West acquired one of the replicas, and the others were presented to museums along the Pony Express Trail. If there are no original Pony Express mochilas, how did Nardone achieve accuracy in the replicas? It's quite a story.

"The earliest mochila that we have on record," Nardone said, "is at the Buffalo Bill Museum in Cody, Wyoming. In 1897, Cody hired a man to make a replica mochila for his Wild West Show." The mochila in the possession of the Cody museum had the name of the mochila maker, Louis Hook, and SLC [Salt Lake City] printed on the back. With assistance from a friend who is a genealogist, Nardone learned that "not only was this saddle maker running his own business in 1880 in Salt Lake, but he was an apprentice saddle maker in 1860 in Salt Lake City when the Pony Express was getting underway. Why wouldn't he have made it as similar as he could recall," he said.

Nardone then contacted the Smithsonian Institution to find out who was the museum's saddle maker. He was referred to an outfit in Kearney, Nebraska, the Henderson Family. The father had passed away, but his son, Lyle Henderson had taken over the business. "In fact," Nardone said, "his father had ridden in the 1960 centennial as a Pony Express rider." Nardone obtained the dimensions. The leather had to be very flexible and they were able to obtain it from Australia. Nardone said, "Lyle totally duplicated the one that was at the Cody Museum."

Nardone read a Pony Express rider's memoir in which the writer talked about the front cantina being taller and narrower than the rear one for the rider's legs. That is how the Hook mochila was made. You will see in looking at the mochila in the Library the differences in size between the front and rear cantinas.

Then on to the saddle. Henderson found a certified 1860 saddle tree which Nardone took to a saddle tree maker in El Paso, Texas, who put one together. They even used square nuts in the stirrups, because they didn't have the hexagonal nuts then that they use today.

## 1858 Russell, Majors, & Waddell Pony Express Bible

What were these riders like who ventured across the wild American countryside to deliver the mail? It is known that the average age was over 21 years

according to the 1860 U.S. Census. They were expert riders and of good character; at least, that's the kind of men the Overland California & Pikes Peak Express Company strived to employ. Indeed, newly hired Pony Express riders were required to take an oath and sign it. Nardone said the oath simply stated, "You won't swear, you won't get drunk, and you will treat animals kindly."

Among Joe Nardone's gifts to the Library is an original "Pony Express Bible." It is 5–7/8 inches high, 4 inches wide, and 2–1/8 inches thick, and exceedingly rare. Two thousand of these Bibles were ordered from the American Bible Society in New York. Today, there are only twenty-two of them known to be in existence. The scroll work on the leather covers as well as the lettering are in gold gilt. Printed on the spine are the words HOLY BIBLE and on the front cover: PRESENTED BY RUSSELL, MAJORS, & WADDELL 1858

If the Pony Express wasn't started until 1860, why does this Bible have the date 1858 written on it? The three founders of the Overland California & Pikes Peak Express Company William H. Russell, Alexander Majors, and William B. Waddell were operating a very large freighting business. "They had a big contract with the federal government to supply all the western forts," Nardone said. "Russell was the president. Waddell was in many ways the book-keeper of the company. So Majors was the one who hired everyone, and he was a devout Christian." In 1858–1859, Majors hired 5,000 men. He had each new employee take the oath described above, and then according to Nardone, "He would hand the men a Bible as a gift."

However, it is Nardone's feeling that few, if any, Pony Express riders got one when hired in 1860–1861. Majors conducted his business from his farm in Nebraska City, Nebraska, 150 miles north of the Pony Express Trail, and his original order of Bibles was insufficient to give copies to every one of the company's newly hired men. Majors did order 300 more Bibles in 1860 that were received in 1861. "But it is a totally different Bible in size, in text, and in style," Nardone said.

In his opinion, Nardone believes Bibles like the one now on view in the State Library's California History Room should have been called the "Alexander Majors Transportation Bible." Whatever it is called, this Bible speaks to the nature of the company that distributed it and calls to mind powerful associations with the history of the period.

## Educational Moment

There was so much to learn from this interview, this seems to be a good time to pause again for an educational moment. More often than not, one reads that the Pony Express started in St. Joseph, Missouri, and ended in Sacramento, California. From Mr. Nardone's studies, his conclusion is that San Francisco was the true terminus. "Eighty percent of the Pony Express mail," he said, "was coming into and out of San Francisco." When the Pony Express rider got off his horse in Sacramento or the train from Folsom, then an agent continued with the mail on a steamer to San Francisco. "Twenty other times," Nardone said, "when this 2 p.m. river steamer was missed, they continued by horse to San Francisco via Benicia, Martinez, and Oakland."

"It cost a lot to send mail by the Pony Express. They were mostly businesses that were participat-

ing," Nardone said. He knew of only one personal letter sent to a wife, and that letter was from a rich businessman who could afford it. Though the price was reduced over time, when the Pony Express first started the cost of a half-ounce letter in an envelope was five dollars. "It was like spending eighty-five dollars today," Nardone said.

## Stamps

Letters require postage. Philatelists will be especially delighted to see eight stamps in the newly installed Pony Express display cases. But what is this? They are all Wells, Fargo & Co. Pony Express stamps. In addition to the stamps in the case, there is a Wells, Fargo & Co. non-denominated, franked envelope. How did Wells, Fargo become involved with the Pony Express? The answer is in the looming American Civil War, a change in the awarding of U.S. government mail contracts, and the fact that Wells, Fargo & Co. was in both the banking and express businesses.

While the Pony Express had transported mail across a central transcontinental route, the Overland Mail Company had carried mail by stagecoach since 1857 via a southern route from St. Louis, Missouri, through Texas to Fort Yuma, to Los Angeles, and up to San Francisco. The southern route was now at risk from the upcoming war. The Civil War, in fact began on April 21, 1861. In March 1861, Russell, Majors, and Waddell, lost the new government mail-delivery contract when Congress awarded the Overland Mail Company one million dollars to move its operation to the central route. "As of July 1, 1861," Nardone explained that the Overland Mail Company "was to operate a daily stagecoach in both directions and a pony express twice a week both ways until the telegraph line was finished."

A day after this contract was signed, according to Nardone, the Overland Mail Company made an offer to William Russell to subcontract a portion of the line. Russell, Majors, and Waddell would continue to deliver mail between the Missouri River and Salt Lake City, Utah. This portion represented over sixty percent of the route. It should be noted that according to Joe Nardone, "The Overland Mail Company had two big powerful members on their board: Mr. Wells and Mr. Fargo."

Wells, Fargo & Co. began issuing Pony Express stamps in April of 1861. The set of five stamps donated by Mr. Nardone were issued in two time periods: two stamps in the first and three stamps in the second. These stamps were used only on mail heading east to St. Joseph, Missouri, and later to Atchison, Kansas. Different colors were used to distinguish the different amounts. Britton and Rey, the highly regarded San Francisco lithography company, designed them. In addition, there was another type of stamp used on westbound mail called a "garter stamp."

Wells, Fargo & Co. issued three more stamps for a Pony Express route it had established between Placerville, California, and Virginia City, Nevada Territory. The route, which was in operation from 1862–1865, had no connection with the "Transcontinental Pony Express" except for the name "Pony Express." Mr. Nardone's gift includes the three stamps — a 10 cent brown stamp and two 25 cent stamps, one blue and one red, from this Virginia City line.



# National Pony Express Association 2021 Director’s Meeting Notes

These minutes need to be approved at the 2022 Board of Directors Meeting in Utah.

**National Pony Express Association  
2021 Trails Meeting  
Atchinson, Kansas  
September 10, 2021**

**Called to Order**  
11:05 am – National President Melva Sanner

**Introduction of Past Presidents**  
Wayne Howard  
Dean Atkin  
David Sanner  
Les Bennington  
Lyle Ladner  
Pat Hearty

**Introduction of National Officers**  
Melva Sanner- President  
Tony Goulart- 1st Vice-President  
Pam Simmons- 2nd Vice-President  
Howard Schultz- 3rd Vice-President  
Jack Davis – Treasurer  
Fred Leslie- Insurance  
Larry Carpenter- Corresponding Secretary  
Wendy Anderson-Cobb -Recording Secretary

**Introduction of State Presidents/ Delegates**  
California-Carolyn Gilmore/ Larry Carpenter, Michele Harris  
Nevada-Gene Ockert/ Anthony Zamora, Wendy Anderson-Cobb  
Utah-Jamie Marvidakis/ Dean Atkin, Fred Leslie  
Wyoming-Les Bennington/Stephanie Goulart, Howard Schultz  
Nebraska-Cathy Stevens/ Scott Wolf, Mary Cone, Wayne Howard  
Colorado-Linda Dolezal/ Linda Dolezal, Cheryl Nein  
Kansas-Lyle Ladner/Amanda Svoboda, Dan Pralle  
Missouri-Gary Chilcote/ Doug Chilcote

**Strategic Plan**  
There has been no advance on the strategic plan as of yet. The National Parks Service has helped us with the plan, they have been great supporters for the NPEA. The current plan runs through 2024, and we have members assigned to the com-

mittee.

- Reviewed the Goals:**
1. Identify and preserve the Pony Express National Historic Trail resources. All states are working on this goal. 2020 was slow because of Covid.
  2. Educate the public about the Pony Express history, heritage, legend, and legacy. Expect to be doing more in each state as Covid slows down.
  3. Promote public awareness, enjoyment, and stewardship of the Pony Express National Historic Trail. Work on doing more out on the trails.
  4. Ensure organizational accountability and sustainability. Part of this is our yearly delegates meetings and it is really nice to not have to do zoom meetings this year.

We are on track currently with the strategic plans, and will revise the goals again in 2023.

**State President’s Meeting**  
California: Carolyn Gilmore reported about a lot of fires, structures burned, hundreds of acres destroyed and how it will take 20 years or more to recover and grow back. The King fire destroyed 30 miles of the trail. Some of the historic area structures were saved. Some of the Pony Express corrals that were built by Pony Express burned down. It is very devastating to see everything gone. They do still have options to ride down Highway 50 as they have done in the past. Status of the trail for next year will have to be reported at a later date.

No other state reports at this time.  
Wayne Howard commented that we need to do something to get younger riders recruited and signed up. Maybe we could put ads in local newspapers.  
Cathy Stevens said it really hurts when we have a full year break. The membership drives are affected. She stated she had a lot of no calls and no shows this year.  
Linda Dolezal said that she gets riders to sign up and they find out they are riding at night and they don't show up.  
Melva asked for a new home for the Lady Liberty statue. Wayne Howard

volunteered to take the statue home with him, where she will be put in a local museum.  
The BBQ starts at 6:00 p.m. tonight at Veteran’s Park. Anyone that wants to help is more than welcome. After dinner, there will be a trolley ride through Atchison for the Haunted Buildings Tour. All riders are required to wear a mask and the ride takes about 30 to 45 minutes.

**Lunch break – 40 minutes**  
**Trails Meeting resumes 1:00 p.m.**  
Melva told everyone that Jack Davis is not here and we have received his resignation notice.  
We are in the process of getting new people into positions for Treasurer. Lyle Ladner has agreed to do the grant solution training and the Treasurer job.

**Zoom meeting with the National Parks:**  
2018 monies have not been closed out yet. We are still trying to figure out 2019 and 2020 figures too. The National Parks Service is not doing a contract with us for this next year. There has to be an audit report completed. Our budget agreement with NPS will be adjusted for the following year. The grant solutions program was not used right on either part, so for now we will work together and get it figured out for 2018-2020.

**State Reports**  
**California- Carolyn Gilmore**  
What begins well, ends well! It was a good ride. Slight problem with the pinger in the mochila, we were held up for about 30 minutes. Melva got the pinger to work. California handed off to Nevada about 25 minutes late.

**Nevada- Gene Ockert**  
Nevada riders experienced high heat temperatures during their rides. A lot of riders backed out at the last minute. The Nevada State Secretary took on three sections because of no riders. The Nevada riders handed off to Schellbourne at the top of the Diamonds about 4 ½ hours late. They had to ride in temperatures upwards of 105 degrees throughout the day. Schellbourne had several riders back out at the last minute as well. Part of the riders had to go home at the mid way mark, leaving few riders and horses to finish the ride. Nevada handed off to Utah and they were off. Gene reports that he sent information off to Jack and Jim and still has not heard anything from anyone on trail work and funding. Gene says he has two people ready to start working on

the signage project. He was told to get with Lyle Ladner.

**Utah-Jamie Marvadakis**  
Jamie reported that they had a lot of the same issues with no riders and horses. Extreme heat conditions and lots of construction. They picked the mail up from Nevada about 1 hour late and delivered the mail to Wyoming about on time.  
Dean Atkin reported that their signage project of 14 signs is finished and he has funding and signs ready to go for the next project. He reported that the signs are made in Heber City now. The signs have changed. They have down sized them from 2 to 1 post each. You have to find funding for the gas, bolts, nuts, and washers. There are good articles recently in Pathways Across America or in the online issue.

**Wyoming-Les Bennington**  
Wyoming finished half hour early with two new ride captains. Howard Schultz finished early with no issues. We changed the batteries in the mochillas, and lost some time. Other than that, it was a really smooth ride. There is a new ride captain at Atlantic City-Heidi’s group lost a lot of riders, they had a great time and did not lose any time. One horse did not even have shoes. Lots of great riders and horses.

The Central Wyoming bunch did good. Off to the east side- Stephanie Goulart’s group did great, had one incident, but had a great ride. Melva’s daughter rode with Sara from Wyoming, jockey style, meaning she did not change the length of her stirrups.  
Les Bennington reports they are still working on sign projects.

**Nebraska-Cathy Stevens**  
Cathy reports that they signed up an endurance rider. They had new riders, no recks, no problems and they were on time with their delivery. She reports no trail report /projects. Cathy wants to come up with new projects to work on.

**Colorado-Linda Dolezal**  
Reported that they had 9 young riders for 38 miles total. The ride was smooth until they were by the river. Then they spent 20 minutes trying to corral a horse. One girl rode 6 miles total. They handed off on time and all the kids rode well.  
We added a Pony Express exchange demonstration for an anniversary deal. Everyone enjoyed it. Then they had a BBQ Wednesday before the re-ride.

**Kansas-Lyle Ladner**  
We got the mail on time. Three sections went smooth. There was some rain. The mail came into Seneca a few minutes late. In Dave’s section, one of the ladies had passed away and the family still brought out sweets on the XP road.  
Dave Sanner reports they had a good ride on asphalt roads, it was slower going and they took a different route this year.  
Sign project- 5-6 years in the works, County had the signs up. It was a good trip, a good time and they ended up a few minutes late into St Joe, Missouri. We got some signs up this year.

We also had some muddy weather for this year.

**Missouri-Gary Chilcote**  
We picked up the mail from Kansas on time. We delivered the mail on time and had a police escort.  
Melva reported that she enjoyed the trip, met a lot of people, seen how things work and missed a lot of sleep. They had a flat tire and limped into Wendover. This was on Sunday, Father’s Day. The tire was repaired by a nice guy at a repair shop on a Sunday.

**Pat Hearty—Report on Trails – Virtual**  
The trails meetings went for a week for several hours a day. The theme was equity, equality, and diversification.  
Valarie Rupp is the new Executive Director. There were bills passed in 2019 and 2020.

All departments are still really short on staffing.  
Read the 14 page reports. Lots of trails and representatives reported.  
E Bikes are not allowed on some trails. They are not welcome on the Pony Express Trails.

There are a few new proposed trails too. We want history as it actually happened, not re-written. End of Report.  
Side note: There has been a bible from 1960 donated for the auction today.

**15 Minute Break.**

**National Parks Service Report-Zoom Meeting**  
Aaron Mahr-Superintendent Pony Express Trails reported that federal employees are prohibited from attending the meetings. There are some changes in offices, new job in Washington for John Cantelly and Carol Wendler has a new job in Aarons’ office. All come with a lot of experience in trails and he welcomes them to trails.  
Aaron and Carol will be the presenters

for this meeting today.  
The New Chief Planner is Joel Jensen, and he has new people working with him too.  
Aaron reports that there are positive reports on the recent re-ride and on the trails. Several people such as Mary Cone, Pam, Petra, and Melva were heavily invested in the web map. There have been new changes in the program, you can look on the web page and see lots of hits on the National Trails’ web page.

There are 18,000 views on the NPEA view the re-ride.  
The web pages will be improved for each year, more information will be added. Compliance issues and transmission lines to connect with XP trails will be worked on.  
In Kansas, the transmission lines are going to impact the XP trails, so be watching for those changes.

Carol Wendler is Deputy Superintendent for the National Trails Office. Carol reported that there are a lot of staff changes in her office too and they are still looking for one more person.  
There has been a NPEA agreement for many years now for funding. COVID has caused strange things to happen – and there has been money left over. Out of two agreements -\$54,000 remains for up to September 15, 2022. This is for operating costs, primary activities, webs, and financial support, etc.

Melva reported that 2 projects are in the process for the Brockless Bridge. Financial support to Forest Service drawings awarded last week to start the process. Then the contractor should be starting on the project to get the bridge back into operation.

There is an app for phone inventor signs interpretation for what is out there on the trail. There is a map version of what is on the trail.  
Inventory sites; get engaged with them and report all the sites inventory.  
We need signs on the trails where we are missing signs, as in the western part of Nevada.

In talking about the website, Melva can help with this. Remember- where there are holes in the trail website, prioritize when NPS can focus on working on it, rely on us to get NPS information.  
Aaron and Carol thanked us for our time and concluded their report.

Melva reported that the tracker was tricky on when the batteries had to be changed. She thanked Pam Simmons for

her help with Facebook and Mary Cone as serving as the Stablemaster.

**Mary Cone report on Web**  
Mary showed everyone the maps on follow the ride and how you read from GPS and the pinger. She showed how to get to the map and the rider and how the pinger shows up every 5 minutes where the rider actually went. It shows changes in the route for next year. When we try to figure out time leaving and time arriving from point to point, that is not quite figured out right yet.

The weather can be shown too.  
Some things need to change, so the public can follow and the public will be able to follow and understand.  
Virtual and reality needs to be as accurate as possible. When the pony gets off the trail due to weather, or problems, etc., we need to let Mary, Brian or Pam know, so information can be updated, that way the public will get the updated information on what is happening, called status in charge or status updates.

Mary explained the ride maps, blue dots, pings every 5 minutes, following the trail, etc. Helping us to understand the maps process. Mary did an awesome job at trying to help everyone better understand being the webmaster.

Back in Les Bennington and Lyle Ladner’s day, 2009 forward, they used a 20 lb spot tracker.  
Between Jim Swaggert and the Park Service they changed the processing to where it is now in 2021.

Melva reports: Nothing is perfect, the pinger was not working out of Old Sac. The horse had to be chased down and the batteries changed, and the pinger re-programmed. Information that is reported is not always correct, like seeing the pony out running the website. Or see a news article that is not correct.

Conclusion: The tracking device is great; the Ham Operators are amazing. Schellbourne riders did not have good contact with the Ham Operators. Ron Norton had the schedule for Nevada for the Ham Operators and he did a great job.

**Other trail related projects**  
Nothing new to add under this topic.

**National Pony Express Association Delegates Meeting  
September 11, 2021**  
**Called to Order**  
9:00 a.m. - National President, Melva Sanner

**Pledge of Allegiance**  
Dean Atkin

**Welcoming Remarks**  
Melva welcomed everyone to Kansas for the 2021 Delegates meeting.

**Remembrance of Deceased Members**  
Lawrance Henry Lowell George Alfred Branscom  
Joe Nardone Duane McCaully and anyone else we may have missed!  
Melva asked for a moment of silence for all our Deceased Members!

**State Delegates**  
Nebraska: Mary Cone, Wayne Howard, Scott Wolf  
Wyoming: Stephaine Goulart, Howard Schultz  
Nevada: Anthony Zamora, Gene Ockert, Wendy Cobb  
Utah: Jamie Marvidakis, Dean Atkin, Fred Leslie  
California: Larry Carpenter, Carolyn Gilmore, Michele Harris  
Kansas: Amanda Svoboda, Dan Pralle, Lyle Ladner  
Colorado: Linda Dolezal, Cheryl Nein  
Missouri: Gary Chilcote, Doug Chilcote

Les Bennington asked that the paperwork he handed out for voting delegates reimbursement, be completed and turned back into him.

There were no guests to be introduced. Corrections to the minutes from 2020 Virtual meeting included one name spelled incorrectly.

**Treasurer’s Reports**  
Jack is not present as previously reported. His reports were forwarded. Lyle Ladner is new to this position. Copies of the reports that are available are included in everyone’s books.

Wayne Howard mentioned that some reports are not available for lifetime members.

**Motion:**  
Gene Ockert moved to accept the reports as presented in the binders for 2021. Dan Pralle seconded the motion. The vote carried

**Motion:**  
Dan Pralle moved to table all financial reports for this year, until next year. Gene Ockert seconded the motion. The vote carried.

**Commemorative Letter Account Connie Ladner**  
Connie reported on the report, as listed in the binder. She handed out all the letter



payouts to the state presidents. Nevada had the most by \$2 over California.

**Motion:**

Gene Ockert moved to approve the letter account and Jamie Marvidakis seconded the motion.

Voting passed.

Melva stated there is a plaque on the table for all of Jack Davis's years of service to National Pony Express.

**Quartermaster Account—Scott Wolf**

Scott reported that his report is in everyone's binders. He has 52 flag holders, lots of bibles and patches. Just let him know when you need anything.

**Motion:**

Dean Atkin moved to accept the Quartermaster report. Gene Ockert seconded the motion. The vote passed.

**National Corresponding Secretary—Larry Carpenter**

This position was created 30 years ago to answer mail coming into the office. He sends out mail to all state officers, and does press releases two times a year. About 5 years ago things started to change. Recently, he had to send out a ride cancellation notice. He sends information to various locations and businesses. We ran a low publicity for the re-ride this year, but people still showed up for events. There was very little monthly activity. We make sure that we have press releases, brochures, envelopes & stamps available. We watch the visitor centers, and chamber of commerce, to make sure they have good information on Pony Express.

I make sure all members have the guides and maps.

The Pony got some free publicity in the Eldorado paper this year. Larry mentioned he has some copies of that paper to look at.

There are brochures available for everyone too.

Melva thanked Larry for all his hard work and dedication.

**Gazette—Arleta Martin**

Arleta reported that her report is included in the binder. If anyone has any questions, they can ask her.

Dean Atkin reported the gazette was sent to Denver, but no papers were sent out.

**Partnership for National Trails Reports—Wendy Cobb**

See the reports in the binder. If anyone has questions, ask Wendy. Please remem-

ber to send in all your information to the proper people, so we can get credit for all the hard work the volunteers accomplish. These reports are important for continued financial support for the trails.

**National Park Service Volunteers Reports—Wendy Cobb**

See the reports in the binder. Questions can be directed to the National Officers. Once again, if we don't report all the hours, volunteers, and miles, we don't get credit for all the hard work out on the trails. Report this information to state officers and send the information into Lyle Ladner as well. Reporting should be done on a quarterly basis.

Melva stated that the binders did not include all the membership roster records. This information would be emailed to each State President. Then that information could be sent out to all that need it. One hard copy of the rosters is available on each state table.

**Website Report—Mary Cone**

Mary reported on the website and noted all the information included in the binder. She is in charge of the website and gmail.com account. We reviewed the Stablemaster report per the binder.

If we have events coming up or going on, email Mary with all the information. Send all your reports from the trail to her too.

There have been some exciting publicity articles done on Pony Express. One included an article in the May 2021 Horse Illustrated magazine. She had a copy and passed it around for all to see.

Horse Canada did an online article on Pony Express.

INSP television has a young riders' section. They bought 10 commemorative letters where people could get the letters to have them carried for the re-ride.

The Smithsonian just contacted us to do an article on Pony Express too.

There have been several media contacts.

Dozens of kids have emailed us, and Pat Hearty has responded to them. He has also done meetings with the kids.

Mary stated that each state has a webpage and we can all access it to see what is on our pages. Each state can add information pertinent to their states' activities. Each state should have a contact person that should be in charge of adding all this information.

Follow the ride, we need to make sure that the blue dots are accurate and this

should be done by February 28th.

The newsletter will not be happening at this time.

Mary uses the state rosters for all the emails that are sent out to everyone. We need to make sure all that information is correct.

Mary thanked Petra Keller and Pam Simmons for all their help and training.

**The Gazette is on the website.**

She is trying to work with Larry Carpenter to get his information done faster by including it on the website.

All forms should be available on the website for all the states, which would make it easier for members to get the information they need. These new tools take us into the media future.

**Facebook report – Pam Dixon Simmons**

Pam reports that she is learning more all the time. Her reports include all the numbers. She referred us to the binder report to review. It includes all her results, reactions, comments, and shares. She wants all of us to be a share person too. June was the most active month. This year she followed the ride out past Fallon. Pam wants to see more in the future. Everyone needs to share more to put on Facebook. We need to become Facebook Stalkers. Put more information on there on a regular basis. Include information about the pictures, such as names, locations and any pertinent information.

**Budget 2022 – Melva Sanner**

Not submitted to NPS. There are line items that need to be corrected. Amounts need to be increased for the re-ride, and for convention expenses.

**Educational Miles and Hours – Lyle Ladner**

Please refer to the reports that he included in the binder, they are self-explanatory.

The reimbursements are not done yet for 2020.

**Insurance – Fred Leslie**

Fred handed a report to Lyle Ladner, which was an invoice bill for insurance. He also handed out information to each state president or representative concerning insurance for Pony Express.

He told everyone that they need to get all their events, names of participants, dates, etc. to Brad Schultz in Idaho to the insurance Agent. He needs to have all this information about all horse events in advance of the event.

Each state should have a representative that makes sure all the events are reported and that everyone is covered for their participation before events happen.

**NPEA HAM Coordinator—Ron Norton**

Ron reported that for Nevada, they stayed in Ely. They rode to Ibapah, Utah. There were no ham operators there, they had gone into Wendover. Wyoming had new operators. Ron said to review the binder report for the rest of the information and highlights.

**Old Business**

**Strategic Plan**

This was already covered earlier in the meetings. There are 4 goals to meet and we are working on them.

**Re-Ride Hotline – David Kittle**

David was not present. Melva reported that statistics are down as per the report.

Melva reported that the tracker worked well out on the trail. When the batteries needed to be changed, it took some time, because it would have to be re-programed afterwards.

Pam had a question on whether or not the GPS Tracking device gets outdated. Melva stated that she works with Brian on a yearly basis to make sure it stays up to date.

**Olympic Mochila – Melva Sanner**

Wayne Howard asked who was going to change the Olympic Mochila? Its' been around. He stated that the Marysville Museum would probably take it. Everyone agreed that would be acceptable.

**Motion:**

Lyle Ladner moved the Olympic Mochila be taken to the Marysville Museum. Gene Ockert seconded the motion. Vote carried.

**Sydney Monument at Cabela's Bass Pro**

Lyle Ladner reported that Connie sent Amber Walker \$1,000 for working with the flags. Dean Atkin stated that he has a \$1,500 grant to be forwarded.

Sydney is slowing down. The JC's are running out of finances.

Lyle reported that reports indicate the flags cost anywhere from \$2,100 to \$2,200 a year for flags since 2016.

Wayne Howard reported that \$500 was sent from his state from money from the letter money for flags to Jack Davis.

It was noted that the monument is not a Nebraska monument, but a national monument. Missouri stated that they do not agree with money being spent on this

monument for flags.

Dean Atkin gave us all a run down on the history of the monument and how it all got started.

It all started in 2010 with Les Bennington, then to Lyle, then to Dean. Cabela's sold to Bass Pro, the contract was signed over at this time. A surveyor was sent out there to GPS the property, and it was turned over to pony express. That is when it became our liability. The JC's have been maintaining it, but not anymore. Amber and her husband have been handling it. Some money has been used out of Nebraska NPEA funds.

Dean Atkin reported that Clean Harbor has given us a \$1,500 grant for flags. Petra got a \$10,000 grant. Lyle Gronewall has also been working on the monument project. We can continue to ask businesses for donations too.

It was reviewed again about where and how much money has been gathered for the flags for this next year.

There was a suggestion that each state pay for their own flag for each year.

Larry Carpenter suggested that the old flags be sold. They are pretty ruined when they are taken down.

Lyle can research how much it would cost for each state to purchase their own state flags. He reminded everyone that the flags all together have been costing about \$2,100 to \$2,200 per year.

Fred Leslie suggested that each state pay \$300 each year for their flag. Some states have very small memberships and could not afford this.

If there is a 752 membership for NPEA, maybe everyone could be assessed a \$3 fee for the flags each year. It was also mentioned that maybe the Letter Account could be reviewed to see if there are funds there. We are responsible for replacing the flags yearly.

It was suggested that we approach Bass Pro for support. Cabela's supported, Bass Pro will not be a supporter for the flags. That property where the monument is, was deeded over to Pony Express.

**Motion:**

Dean Atkin moved that all monies already pledged for the flags and a recent \$5,000 anonymous donation, be put in a separate flag account. This will be enough for 2021, 2022 and 2023. Gene Ockert seconded the motion. The vote passed.

**New Business**

**Honorary Membership**

Tony Goulart reported that there had

been a few submissions. Pam, Howard, and Tony reviewed for a decision on honorary membership addition to the list.

This years' honorary member has been active since 1989. He has held several State offices, including President, and National offices including National President. He has completed all re-rides and covered the entire trail 6 times. His contributions have been numerous. He has been an advocate for NPS. Has completed several trails sign projects, not only in Utah, but also in Nevada. He makes regular trips out to make sure the signs are still up. He participated in the 2002 Winter Olympics at Soldier Hollow. He moved materials to build a replica of the station moved to "This is the Place". This is restored on a yearly basis. Pony Express has been a family affair for him. He has worn out 3 horses. Dean Atkin is our newest National Pony Express honorary lifetime member.

**Motion:**

Les Bennington moved to have Dean Atkin honored and added as our newest Honorary Lifetime National member. Gene Ockert seconded the motion. The vote passed.

**2022 Re-ride Schedule**

2022 re-ride schedule was presented by Pam. It has been revised based on feedback.

**Motion:**

Carolyn Gilmore moved to accept the 2022 Re-Ride Schedule as presented. The schedule starts June 6, through June 16, 2022. Scott Wolf seconded the motion.

Larry Carpenter mentioned taking the Barker Ranch off, and South of Evanston added. (Pam will make the changes). The vote carried.

**2022 Re-ride pin, Vignette & Envelope**

Melva gave credit to Pat Hearty for working on the National Re-Ride Pin, Vignette and Envelope design. This project has been completed.

Les Bennington and the Utah members will be working on the 2022 Re-Ride pin, Vignette and Envelope. Jamie Marvidakis mentioned that Les Bennington could be in charge of it.

**Future Delegates Meetings**

2022- Will be held in Utah. Jamie Marvidakis said that a resort has been reserved in Midway up by Heber City, which is 45 minutes from the Salt Lake City Airport. It will be held on September 9, 10, and 11th in 2022.

Melva suggest that the information should be put out to facebook, website and gmail to promote the event. 2023 National Convention will be held in California.

**Ken Martin Service Award**

This was discussed 2 years ago. It would recognize people who make big contributions to Pony Express. Pat, Arleta and Mike have been working on the requirements.

It was suggested that we revise the second bullet requirement, to take on the project and see it through to completion. There was some discussion, then a vote.

**Motion:**

Lyle Ladner moved we adopt this service award with the rewording mentioned above in the second bullet. Carolyn Gilmore seconded the motion. The vote passed.

Cheryl Nein commented on the importance of wearing the proper uniform. She did mention that sometimes it is too hot to wear vests.

Jamie Marvidakis said it was important to have riders dressed for pony express for publicity pictures.

All state presidents should be monitoring dress codes with all ride captains about the importance of proper dress.

Larry Carpenter also stated the importance of being dressed properly at all times and looking good.

**Report of Nominating Committee-Dean Atkin/Lyle Ladner**

Melva has one more year.

**Motion:**

Les Bennington moved to accept Melva Sanner for National Pony Express President for 2022. Dan Pralle seconded the

motion. The vote passed.  
President- Melva Sanner  
Vice-President-Pam Simmons  
2nd Vice -President-Tony Goulard  
3rd Vice -President-Howard Schultz  
Treasurer- Lyle Ladner  
Secretary-Amanda Svoboda

**Motion:**

Mary Cone moved to accept all the officers as presented by Melva Sanner. Gene Ockert seconded the motion. The vote carried.

Group photos were taken. Pam said she would police pictures that are posted on Facebook to make sure everyone is dressed properly before photos are posted.

Wayne Howard shared information about a rider that wore buck skins. The rider said he would not ride without them. It was decided to use good judgement on what is allowed to keep riders riding too.

All organized events for pony express that are not on the insurance, are not allowed.

There was generalized discussion about paying bills on pay pal. More about a steel plate to donate to pony express. If anyone is interested check it out on the National Website Monument.

Do we need a flag committee? Melva said we would visit this possibility at a later date.

Thank you to the Kansas Division, for all your hard work on the National Convention!

**Adjournment:**

Melva adjourned the meeting at 1:45 p.m.

# Visit our Facebook pages

National: [www.facebook.com/expressrider](http://www.facebook.com/expressrider)

Colorado: [www.facebook.com/NationalPonyExpressCoDiv/](http://www.facebook.com/NationalPonyExpressCoDiv/)

Wyoming: [www.facebook.com/groups/172788402881897/](http://www.facebook.com/groups/172788402881897/)  
and/or [National-Pony-Express-Association-Uinta-County-WY-Chapter](http://National-Pony-Express-Association-Uinta-County-WY-Chapter)

Utah: [www.facebook.com/National-Pony-Express-Utah-Division](http://www.facebook.com/National-Pony-Express-Utah-Division)

Nevada: [www.facebook.com/National-Pony-Express-Nevada-Division](http://www.facebook.com/National-Pony-Express-Nevada-Division)

California: [www.facebook.com/xp.ponyexpress](http://www.facebook.com/xp.ponyexpress)



Website: [nationalponyexpress.org](http://nationalponyexpress.org)

Email: [nationalponyexpress@gmail.com](mailto:nationalponyexpress@gmail.com)

Facebook: [www.facebook.com/expressrider/](http://www.facebook.com/expressrider/)

Website: [nationalponyexpress.org](http://nationalponyexpress.org)

Email: [nationalponyexpress@gmail.com](mailto:nationalponyexpress@gmail.com)

Facebook: [www.facebook.com/expressrider/](http://www.facebook.com/expressrider/)



# XP Pony Rider

They swung the barn door open  
to the glory of the day  
and out jumped Billy Richardson  
atop his dark black bay.  
The St. Joe crowd was watching  
as he galloped 2nd street,  
even ladies in their tea room  
heard the pounding of hooved feet.  
Carrying 49 sealed letters  
and some papers from the East  
all headed out for Califor'n  
via his four-legged beast.  
One-hundred-ninety Stations  
along the lengthy route,  
some for switching riders  
and some for changing mounts.  
Russell paid \$200 each  
for mares with standard girths,  
at 1860's prices  
it was 4 times normal worth.  
With XP branded on them  
they gallop with the post,  
cross the mountains and the deserts,  
met the sunrise on the coast.  
Then back round to Missouri  
the "mochila" stuffed with mail,  
or' the Great Sierra mountains  
fighting winters biting gale.  
Each Rider took a solemn oath  
of honesty and trust,  
gentlemanly conduct,  
plus no cussin' was a must.  
For fifty-dollars monthly pay  
room and board and keep,  
a Bible with his name inscribed  
to read before he'd sleep.  
The trip took Riders 10 long days  
non-stop, a slappin' leather,  
beating Overlands' fastest time  
by half, deliverin' letters.  
Each man was tough like iron  
And as crafty as a cat  
Could ride a horse like lightning  
And never loose his hat.  
Just one Pony Rider died  
We never knew just where,  
But mail was still delivered  
'cause the Pony got it there.  
One station tender had to shoot  
at some bandits stealing stock  
and later became famous  
as Marshal Wild Bill Hickok.  
But most the Pony Riders names  
have drifted off in history  
and where they went and what they did  
will likely stay a mystery.  
And now most of the Station stops,  
St. Joe to mountain streams,  
have tumbled into quiet rest,  
a part of histories dreams.

- Quackgrass Sally

**The National Pony Express Association**  
a non-profit organization, is dedicated to the  
preservation and marking of the Pony Express  
National Historic Trail.

## 2022 Annual Re-Ride of the Pony Express



**Send a Letter by PONY EXPRESS!**  
**from St. Joseph, Missouri to Sacramento, California in 10 days!**

Mail will be carried by horseback by over 700 riders from Missouri, through Kansas, Nebraska, Colorado, Wyoming, Utah, Nevada, and into California. The letters will depart St. Joseph, Missouri on Monday, June 6, at 3:00 p.m. CDT and will arrive in Sacramento, California on Thursday, June 16, at 4:30 p.m. PDT. Envelopes then receive a special postmark and are delivered by USPS. A special historical vignette this year will commemorate Utah.

Visit [www.nationalponyexpress.org](http://www.nationalponyexpress.org) for additional information and to follow the ride progress map.

SEND ORDERS and one check or money order to cover purchase to:

National Pony Express Assoc.

2458 Navajo Rd,

Frankfort, KS 66427

For questions regarding orders - Phone (785) 799-5236

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COMMEMORATIVE LETTERS (described above) - \$5.00 EACH - **Order by May 15**

PURCHASER \_\_\_\_\_ PHONE \_\_\_\_\_

RECIPIENT'S NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

If ordering more than one letter, enclose a list of additional names and addresses.

State to be credited with sale: (Circle one) CA NV UT WY NE CO KS MO or National

\*\*\*\*\*

PERSONAL LETTERS - \$10.00 EACH - **Order by May 1**

(We provide you with special stationary. You write a letter and return to us.)

PURCHASER \_\_\_\_\_ PHONE \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

State to be credited with sale: (Circle one) CA NV UT WY NE CO KS MO or National